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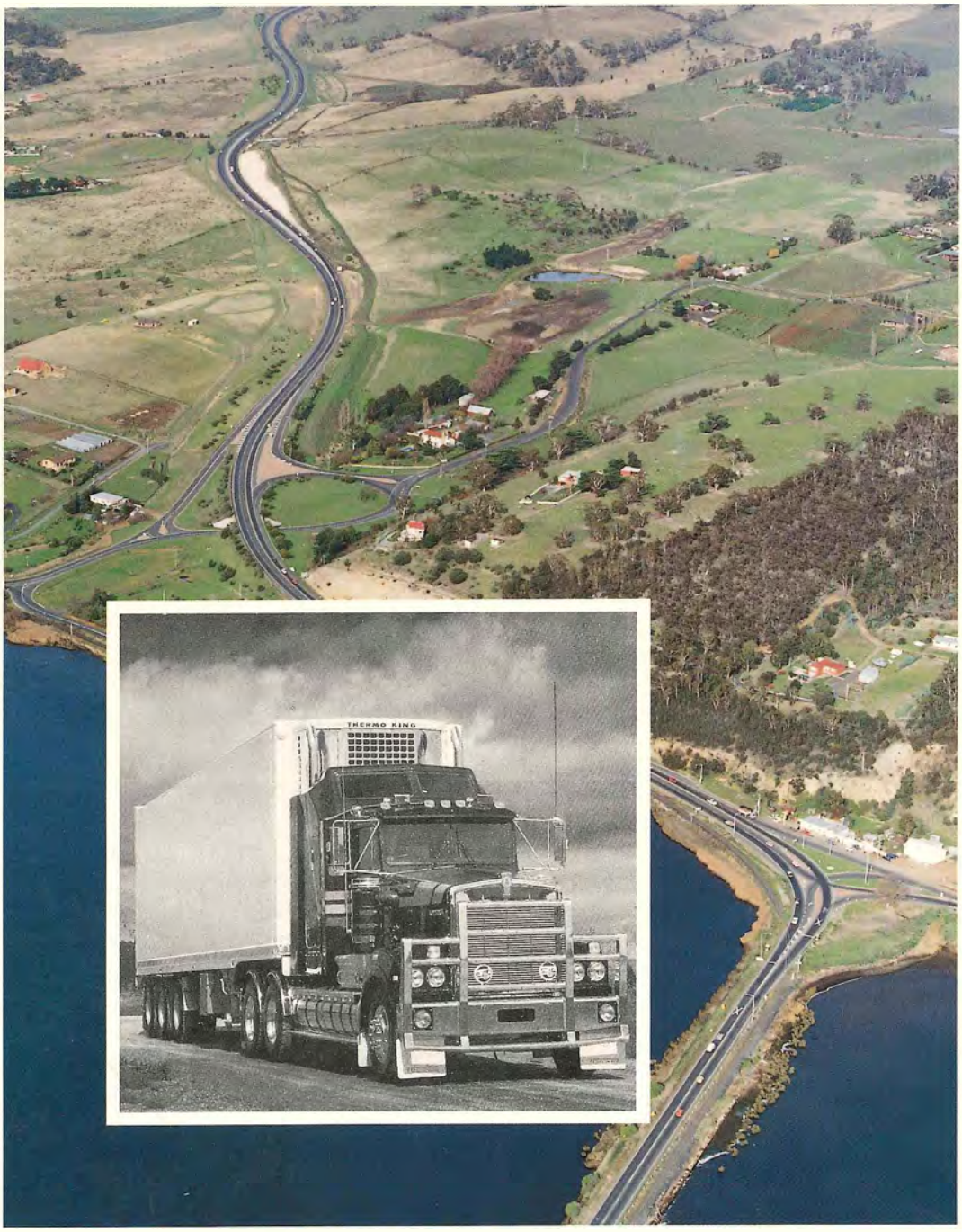
1991-92 Annual Report



ROADS & TRANSPORT

THE DEPARTMENT OF ROADS AND TRANSPORT

MISSION STATEMENT

"To develop and maintain a safe, reliable, efficient and cost effective transport system consistent with the Government's strategic objectives for the benefit of the Tasmanian community".

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30 October 1992

The Hon Dr Frank Madill MHA
Minister for Roads and Transport
Parliament House
Hobart Tasmania 7000

Dear Minister

I have pleasure in forwarding to you the Annual Report of the Department of Roads and Transport for the financial year ending 30 June 1992.

I would like to record my appreciation for the support and loyalty given to me by all staff who have performed with considerable commitment and professionalism during a period of significant organisational change and severe fiscal restraint.

The Agency is confident of its ability to continue to bring about successful outcomes in future years and looks forward to progressing the land transport reform and other progressive initiatives on the Government agenda.

Yours sincerely

Tony Pedder
SECRETARY

The Hon Dr Frank Madill, MHA
Minister for Roads and Transport

SECRETARY'S FOREWORD

The year was a time of considerable change in the Department. A major review of the Department, entitled Project 2000, was undertaken which proposed a revised program structure, part of which was put in place by early 1992, and a stronger client focus. The aim was to bring about a better alignment of function and delivery activities.

With my appointment in March 1992, I expressed commitment to progressing organisational and cultural change to ensure that we remained a relevant and productive Agency. In this respect, while the Project 2000 review has been of value, I have taken other factors into consideration in progressing this issue.

I anticipate some final restructuring during the 1992-93 financial year in order to achieve what I believe is the Department's full potential for effectiveness and organisational efficiency.

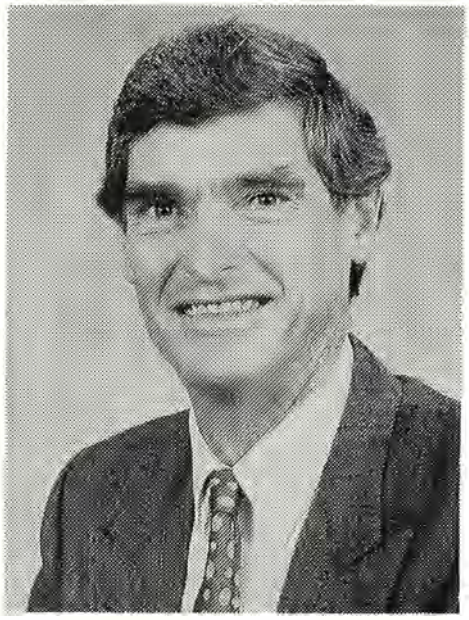
This report is arranged by program and clearly shows the Department's responsibilities and achievements during the year. Significant amongst these achievements were:

- the decision to purchase the Peter Pan as the replacement vessel for the Abel Tasman and the commencement of managing this important project;
- the commitment to the National Transport Reform Agenda through the Special Premiers' Conference process and the National Road Transport Commission and the development and progress of a range of land transport reforms at State level;
- the introduction of tougher penalties for drink driving offences;
- major increases in funding from the Commonwealth through the One Nation Statement and Black Spot Program which enabled the acceleration of our road program;
- the successful move to a project management approach in the Transport Infrastructure Program;
- an agreement to stop deficit funding and the resulting reorganisation of the Department's budgeting and financial base; and
- the introduction of photo licensing of Tasmanian drivers.

The year also saw a number of changes in senior personnel. Departing were the previous Secretary, Keith Drew, and the Deputy Secretary (Transport), Neil Aplin. Senior appointments included Jonathan West, Deputy Secretary (Transport Client Services); Chris Wells, Deputy Secretary (Corporate Services); Penny Nicholls, Manager (Secretariat) and myself as Secretary.

It has been a difficult year of changes in the Department, and I thank all staff for their tolerance and continued efforts. I trust that we can together achieve a brighter future.

Tony Pedder
SECRETARY



Tony Pedder, Secretary
Department of Roads and Transport

DEPARTMENTAL SNAPSHOT

AS AT 30 JUNE 1992

DEPARTMENT:
Department of Roads and Transport

ADDRESS:
10 Murray Street, Hobart, 7000
GPO Box 936J, Hobart, 7001

PHONE:
002 - 33 8011

FAX:
002 - 33 3937

SECRETARY:

Tony Pedder was appointed Secretary of the Department of Roads and Transport in March 1992. His experience includes nearly 35 years in the Tasmanian State Service much of that in the Transport Commission and later Transport Tasmania. In the late 1970's he became the Secretary and Deputy Commissioner for Transport being appointed to the position of Commissioner for Transport in 1987. In 1989 he was chosen to head the new Department of Parks Wildlife and Heritage, a position he held until appointed to head the combined Department of Roads and Transport in early 1992.

HISTORY:

The Department of Roads and Transport has its origins in the Department of Public Works and in the Tasmanian Government Railways.

The Public Works Department came into being in 1848 with the amalgamation of the Engineers Department, the Architects Department and the Roads and Bridges Department and had responsibility for construction of roads, bridges and Government buildings. In 1977 a major reorganisation occurred with the building construction arm forming the Department of Construction and the Roads and Bridges arm forming the Department of Main Roads.

The Tasmanian Government Railways grew out of the Railways Department created in 1872. It took on wider responsibilities in 1939 with the creation of the Transport Commission. As well as operating the railways and administering road transport the Transport Commission over the years ran a variety of rail, road freight and passenger services as well as coastal shipping services. The creation in 1954 of the Metropolitan Transport Trust saw bus services removed from the Transport Commission and in 1975 all rail services were transferred to Australian National.

In June 1989 the Transport Commission, the Metropolitan Transport Trust and the Planning and Design arms of the Department of Main Roads were combined to form the Department of Roads and Transport. Subsequently TT-Line which operates the Bass Strait ferry Abel Tasman and the Metropolitan Transport Trust, operating as Metro, which provides urban public transport in Hobart, Launceston and Burnie, have been identified as independent bodies under the State Authorities Financial Management Act reporting to Boards responsible to the Minister for Roads and Transport.

SCOPE:

The Department of Roads and Transport has two major roles:

- management of the State's road asset; and
- control and co-ordination of transport within the State and transport to and from the State.

TT-Line and Metro now operate as independent commercial bodies each reporting to a Board. They produce their own annual reports although for historic reasons the consolidated accounts of the Department include both organisations.

MISSION:

To develop and maintain a safe, reliable, efficient and cost effective transport system consistent with the Government's strategic objectives for the benefit of the Tasmanian community.

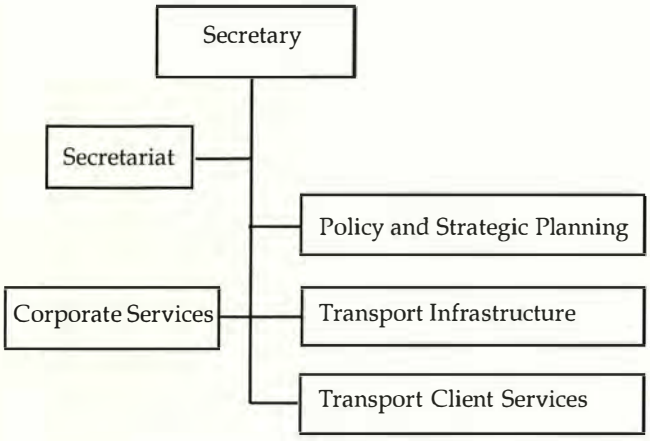
OBJECTIVES:

- To provide policy advice and resources to Government in the context of overall Government policy objectives.
- To ensure the provision of an integrated, efficient and cost effective transport system appropriate to Tasmania's needs.
- To develop and maintain a quality road system for the benefit of the Tasmanian community in harmony with the environment.
- To ensure safety in transport.
- To promote in transport principles of compassion and fairness.
- To promote responsible environmental practices in transport.
- To develop a unified client focussed Department with positive and skilled staff.
- To foster a working environment where personnel are forward looking and seek excellence and whose contribution is encouraged and valued.
- To provide the necessary staff training and development to achieve these objectives.
- To exercise sound financial management in all areas of responsibility.

STRUCTURE:

At 30 June 1992 the Department consisted of three core programs supported by Corporate Services and Secretariat programs.

A detailed organisational chart follows on pages 8 and 9.



RESPONSIBILITIES:

Program responsibilities are as follows:

Policy and Strategic Planning
Responsible for co-coordinating and reviewing transport policy for Tasmania and providing advice to the Secretary and Government on current transport issues facing the State. Special projects currently include replacement of the Bass Strait ferry Abel Tasman.

Transport Infrastructure
Responsible for planning, design and supervision of construction and maintenance of the State's classified road network, and some jetties, aerodromes and fishing port facilities.

Transport Client Services
Responsible for road safety, driver licensing, vehicle licensing, vehicle inspection and enforcement, and co-ordinating and licensing passenger and freight services in Tasmania.

Corporate Services
This is a support Division providing administrative support to other areas of the Department in the fields of human resources, finance, information technology, legal and property.

Secretariat
The Secretariat is the link between the Department and Government. Secretariat ensures that fast and effective communication between the Department and Government occurs.

STAFF:

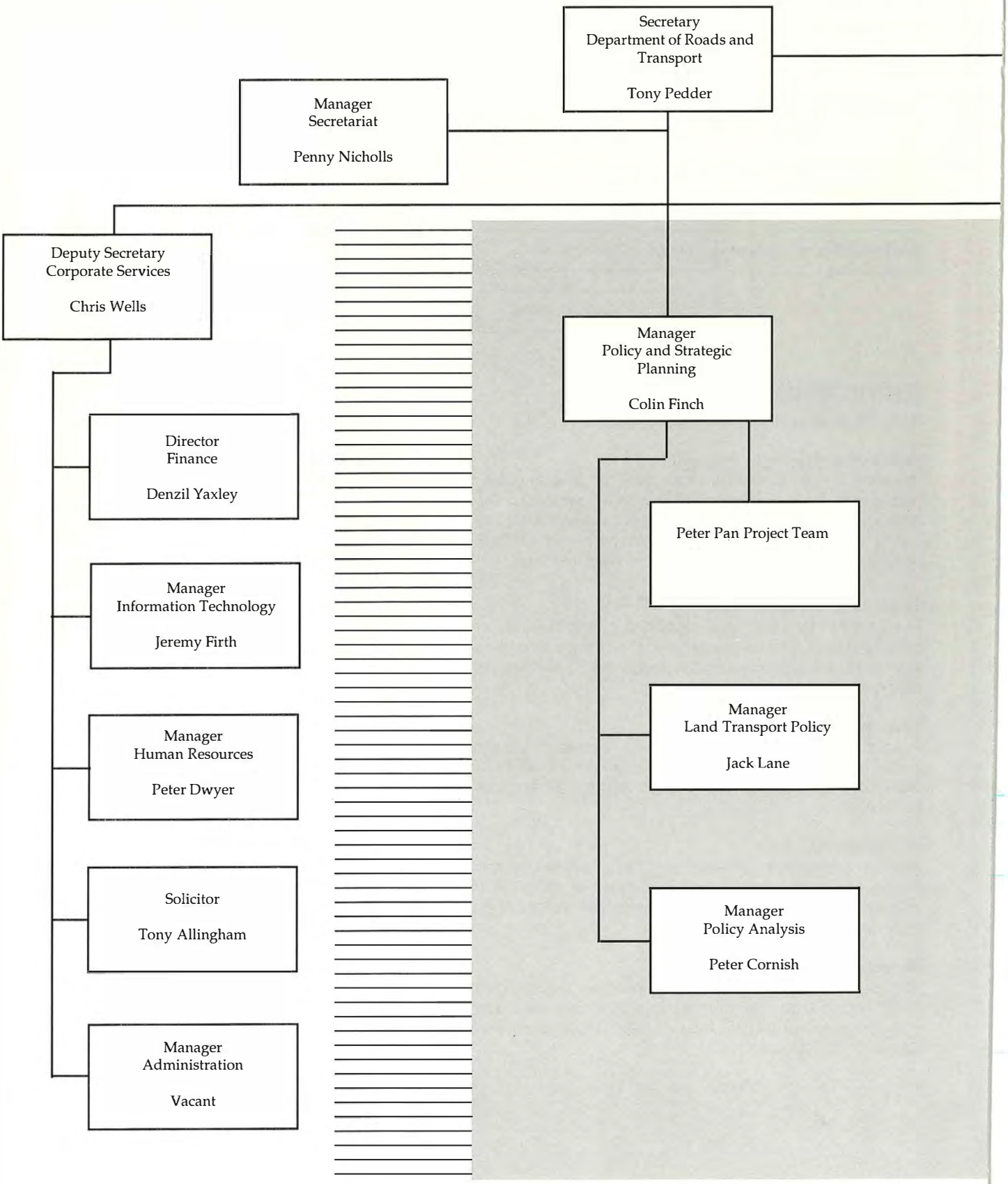
On 30 June 1992 the Department employed 630 personnel in its core areas (this excludes Metro and TT-Line) This number equates to 564.1 full-time equivalent employees.

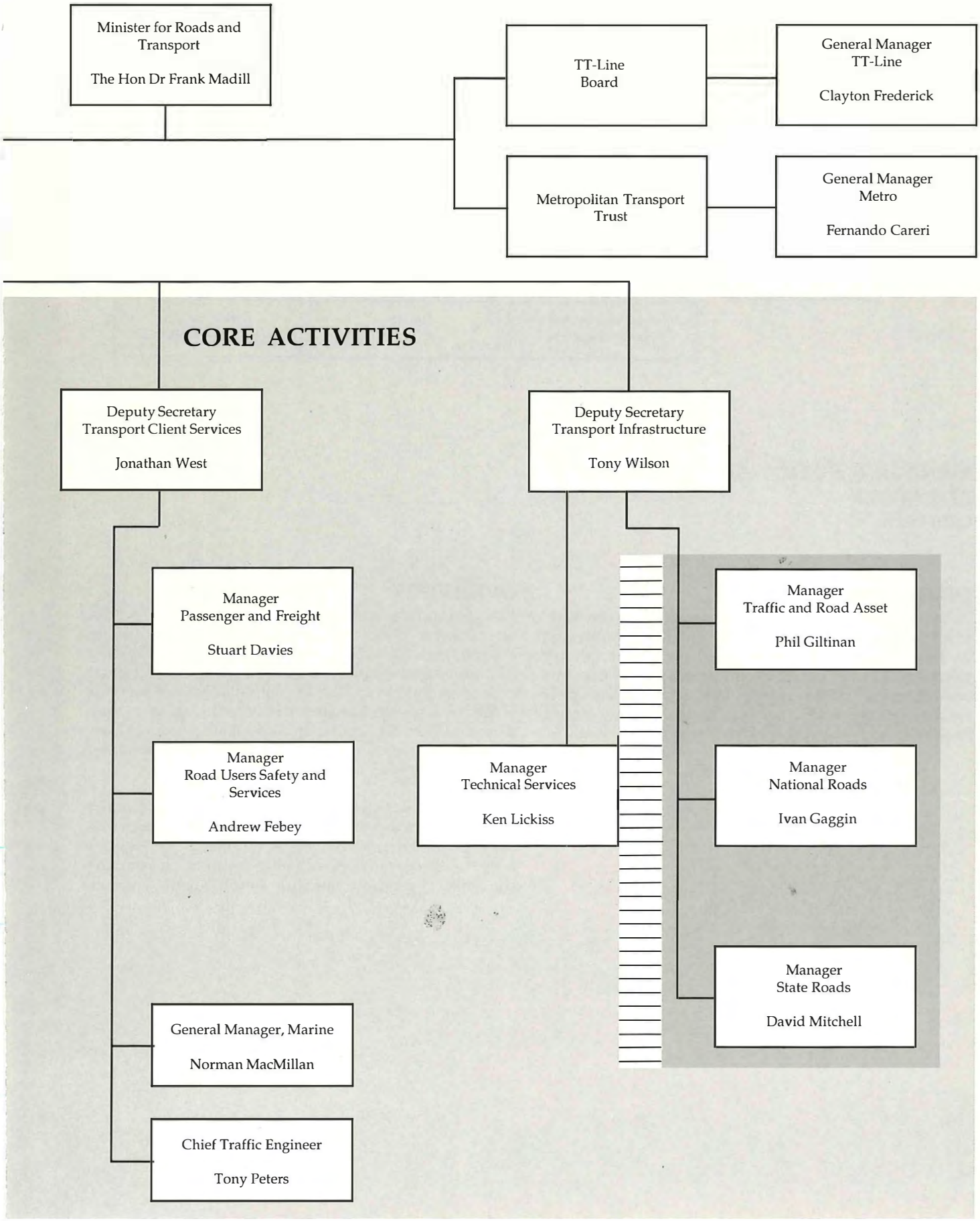
	ACTUAL	FTE
Policy and Strategic Planning	13.0	13.0
Transport Infrastructure	228.0	226.7
Transport Client Services	258.0	201.7
Corporate Services	126.0	118.1
Secretariat	5.0	4.6
Total	630.0	564.1

The number of FTEs employed in the equivalent core areas at 30 June 1991 was 570.4. The average budgeted FTEs for 1991-92 was 565.5.

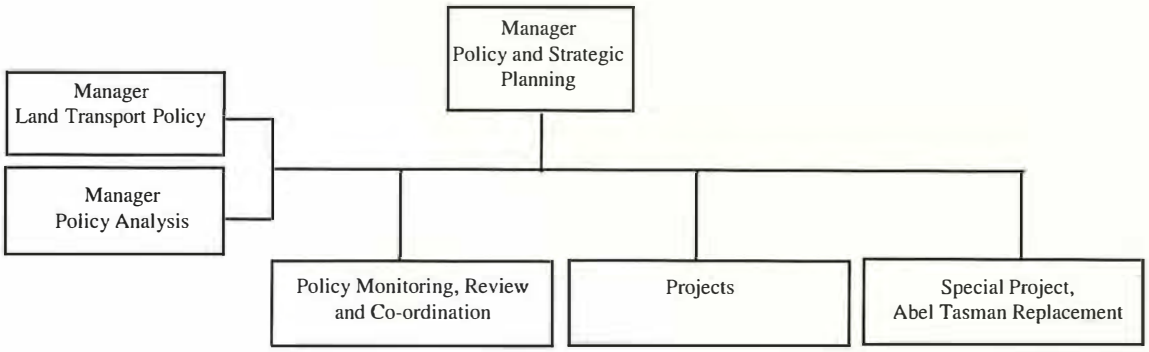
DEPARTMENT OF ROADS AND TRANSPORT

ORGANISATIONAL CHART AS AT 30 JUNE 1992




Minister for Roads and Transport
The Hon Dr Frank Madill
TT-Line Board
General Manager TT-Line
Clayton Frederick
Metropolitan Transport Trust
General Manager Metro
Fernando Careri
CORE ACTIVITIES
Deputy Secretary Transport Client Services
Jonathan West
Deputy Secretary Transport Infrastructure
Tony Wilson
Manager Passenger and Freight
Stuart Davies
Manager Road Users Safety and Services
Andrew Febey
General Manager, Marine
Norman MacMillan
Chief Traffic Engineer
Tony Peters
Manager Technical Services
Ken Lickiss
Manager Traffic and Road Asset
Phil Giltinan
Manager National Roads
Ivan Gaggin
Manager State Roads
David Mitchell

PROGRAM 1
POLICY AND STRATEGIC PLANNING



MANAGER, POLICY AND STRATEGIC PLANNING

Colin Finch

OBJECTIVE:

To ensure through industry monitoring and the provision of practical and timely policy advice to the Secretary and to Government that efficient, effective and reliable transport services beneficial to the people of Tasmania and consistent with the Government's broader objectives for the State operate both within Tasmania and between Tasmania and interstate and overseas destinations.

OVERVIEW:

This program is responsible for co-ordinating the provision of transport policy advice to the Secretary and to Government. That advice includes options and process facilitation and originates either from within the program or is prepared in conjunction with operational sections of the Department. Similarly it may have originated from a perceived need to act on an issue, from a request from an operational section or from a request by the Secretary or from Government.

The program is centred upon the Economic Planning and Research Division of the previous Transport Tasmania with expanded responsibilities to reflect the broader scope of the current Department. Projects Division and the Policy Co-ordination and Development Division.

SUB-PROGRAM 1.1 POLICY MONITORING, REVIEW AND CO-ORDINATION

OBJECTIVE:

To ensure reliable, frequent and cost effective transport services for both passengers and freight exist between Tasmania and outside destinations and within the State through the provision of timely professional advice to the Secretary and Minister for Roads and Transport. To ensure that this advice is consistent with the Government's broader objectives for the State.

OVERVIEW:

The sub-program is responsible for monitoring transport policy in Tasmania and providing policy advice to the Secretary and Minister for Roads and Transport. Key elements of transport monitoring include industry liaison, policy formulation, Ministerial briefing and intra and inter-departmental co-ordination. Depending on the nature of the particular issue either of the sub-program managers holds responsibility.

REPORT OF ACTIVITIES:

Policy Monitoring

Monitoring transport issues is undertaken both informally through an extensive network of Government and industry contacts developed by personnel in the Division and formally through State and National committees and forums.

During the year officers of the sub-program attended meetings of the Tasmanian Shippers Association, Tasmanian Transport Industry Advisory Council and other transport industry associations. The Division was involved in the Commonwealth Grants Commission five year review of State allocations and the Manager, Land Transport Policy attended a Special Grants Commission Conference on urban passenger transport. The Division prepared submissions to Industry Commission inquiries into rail transport and intrastate aviation and advised Government on the Bureau of Transport and Communications Economics (BTCE) report on Tasrail.

Officers of the Division attended and advised the Minister for Roads & Transport at the Australian Transport Advisory Council meeting in Christchurch and the National Rail Corporation Ministers' meeting in Melbourne. Officers also provided considerable support for the Public Inquiry into the Modal Split of Bulk Traffic between Road and Rail in Tasmania whose report (the Livermore Report) was released in early 1992. The Division organised the Australian Transport Research Forum which brought over 100 interstate and international transport researchers and administrators to the Hobart Sheraton in August 1991.

The Manager, Policy and Strategic Planning is the Chairman of the Tasmanian Section of the Chartered Institute of Transport. The CIT plays an important role in acting as an interface between Government and industry. During the year the Division assisted in the organisation for the CIT Road/Rail Future Options and Public Vehicle Licensing two day seminar in Launceston and four officers of the Division attended the seminar with one delivering a paper and one chairing a session.

Policy Review

A large number of submissions, position papers and reviews generated in operational areas of the Department, in other Government Agencies and industry organisations are forwarded to the Division for review and comment. During the year these included the following:

Policy Co-ordination

The Division has a central role in co-ordinating policy advice provided to the Secretary and Minister for Roads and Transport. With the advent of the position of Manager, Secretariat some of the administrative work of compiling sets of briefings was removed from the Division allowing greater emphasis on co-coordinating input and drafting of the briefings. In addition to regular Ministerial briefings on a wide range of transport issues the Division co-ordinated briefings prior to ATAC meetings, was responsible for drafting Ministerial responses on all policy issues and provided representatives on intra and inter-departmental working groups addressing transport policy matters.

SUB-PROGRAM 1.2 PROJECTS

OBJECTIVE:

To ensure reliable, frequent and cost effective transport services for both passengers and freight exist between Tasmania and outside destinations and within the State by advising the Secretary and Government on the solution of specific transport issues. To ensure that this advice is consistent with the Government's broader objectives for the State.

OVERVIEW:

This sub-program is responsible for co-ordinating or undertaking projects as directed by the Secretary or as arranged with other sections of the Departmment where the specialist policy and analytical skills of the Division's personnel are required or where a wide Departmental approach is needed. Depending on the nature of the particular issue either of the sub-program managers holds responsibility.

REPORT OF ACTIVITIES:

Ports

Negotiations with the Port Authorities to amend the Marine Act have continued. The purpose was to achieve the same basic reforms as contained in the State Authorities Financial Management Act and hence bring Port Authorities more into line with other Government trading enterprises.

These reforms are aimed at:

- introducing uniform and modern accounting and reporting procedures for all State trading enterprises;
- clearly establishing the respective roles of Government and the trading enterprises, with the strategic directions for the port set by Government through approval of strategic business plans;
- ensuring that pricing policies for trading enterprises properly reflected the costs of providing services, so that services genuinely met needs; and
- ensuring that commercial services provided by the public sector were on a comparable basis with those provided by the private sector, through the establishment of company tax equivalent payments and appropriate dividends on assets employed.

These negotiations reached an advanced stage of agreement but were not able to be finalised due to a number of outstanding port matters, and the change of Government.

Following the change of Government the Curran Commission looked closely at port authorities and concluded that they should be brought fully under the State Authorities Financial Management Act, in line with all other State trading enterprises.

To resolve all these port issues it was announced in the State of the State Address that the Minister for Roads and Transport was to conduct a review of port policy. This has now commenced and will report in November 1992 at the same time as an Industry Commission inquiry into port authority services and activities is due to present its draft report.

National Road Transport Commission (NRTC)

As a result of an agreement reached between Heads of Government through the Special Premiers' Conference in July 1991, the National Road Transport Commission was established in January 1992 with the object of:

- developing uniform technical standards and regulations for heavy vehicles (those over 4.5 tonnes laden mass) and their drivers;
- the integration of various State and Territory vehicle registration systems; and
- the establishment of a National charging system for heavy vehicles based on the full and equitable recovery of the costs of providing and maintaining the Nation's road system.

These objectives have been pursued for many years on a co-operative basis through the Australian Transport Advisory Council but with little real progress. The aim of the NRTC is to achieve these objectives by 1 July 1995.

Later in April 1992 an agreement was proposed to extend the NRTC's functions to include the establishment of uniform technical standards and regulations for all vehicles. The setting of charges for light vehicles specifically remains the responsibility of each State and Territory, as does the economic regulation of all vehicles (light and heavy). This agreement has now been signed by all States and Territories.

The Division has contributed positively to the establishment of the NRTC and the assessment of its recommendations. The Chief Executive Officer of the NRTC is the ex-Deputy Secretary (Transport), Mr Neil Aplin.

The Tasmanian Government has endorsed the recommendation brought down in June 1992 by the NRTC on heavy vehicle charges and the basic technical standards to apply for heavy vehicles. These will see increases in annual charges for a number of Tasmanian heavy vehicles phased in by 1 July 1995, together with the introduction of higher axle loads (the so called RORVL C axle loads). B-Doubles on routes considered suitable for their use will also be trialled.

The Department will during 1992/93 work with industry and other groups to develop a package of transport reforms to complement the basic NRTC proposals and ensure that there are appropriate offsetting benefits for those most affected. These reforms are expected to deliver substantial benefits to the economy as a whole.

Taxis
During 1991-92 a number of specific proposals were developed for reforming the taxi industry regulations to overcome the problems caused by:

- an outdated Hobart Area Buy Back Scheme;
- the lack of security in taxi licences; and
- the uncertainties that have been caused by extended review of industry regulations.

These proposals were not able to be finalised due to the change of Government. However, they had the effect of encouraging the taxi industry to work closely together and develop their own blue print for industry reform.

The taxi industry, like many small businesses, has been particularly hard hit by the recent downturn in economic activity. It will be a challenge for 1992-93 to develop new industry regulations which are suitable for both periods of depressed taxi demand as well as periods of increased economic activity. The working party is to report by March 1993.

Local Airport Ownership
During 1991-92 the Commonwealth has been negotiating the transfer of ownership of a number of local aerodromes in Tasmania, and elsewhere in Australia, to full local ownership. These have included those jointly funded under the Airport Local Ownership Plan (ALOP) Burnie (Wynyard), Devonport, Strahan, Queenstown, St Helens and Smithton and a number of previously fully Commonwealth owned local aerodromes (Flinders and King Islands).

Negotiations for the transfer of these local aerodromes has now been completed. Transfers have generally been arranged between the Commonwealth and the relevant local Council with the exception of Burnie (Wynyard) and Devonport where the port authority is the local owner; and for Smithton where the State is the local owner.

A review is currently underway to establish a consistent State policy with regard to local airports and landing strips.

Intra-State Aviation
The Industry Commission undertook a review of intra-state aviation regulation in 1991-92, releasing its draft report in March 1992 which argued for complete de-regulation and raised the issue of a wider transfer of airports to local ownership. The Division submitted the State's response to the draft report indicating that following the release of the final report in November 1992 a review will be undertaken of future regulation of intra-state aviation in Tasmania.

Restructuring Tasrail
The Bureau of Transport and Communications Economics (BTCE) released a report on the future of Tasrail in August 1991. The BTCE report was commissioned by the Federal Government to assist in deciding about the future funding of Tasrail after current arrangements finish at the end of 1992-93. In short, the report recommended that the Federal Government would be best served (both financially and from a social cost-benefit perspective) by retaining Tasrail while restructuring it to make it more efficient and competitive. The restructuring of Tasrail was identified as having two parts - one involving a downsizing of the workforce with associated work practice changes; and the second involving a significant injection of funds for capital works.

While lobbying the Federal Government for additional funds for capital works, Tasrail undertook during the first half of 1991-92 a significant downsizing of its workforce. During this time Tasrail's workforce was reduced by around 204 (from 695 to 491) with around 75 of these workers being made involuntarily redundant. This downsizing was accompanied by widespread changes in manning levels and work practices which made a major contribution to increased efficiency within Tasrail.

Industry Commission (IC) Report on Rail Transport
The Industry Commission released its final report on rail transport on 23 October 1991. The IC recommended that railway operations should be based on the following principles:

- railways should be allowed to operate as commercial businesses with full control over their revenues and expenditures;
- they need to be able to alter their prices to get the optimal use out of their rolling stock and infrastructure;
- they need to be able to reduce costs by changing their use of labour and other inputs without political interference;
- they should not be used by State Governments to collect taxes or mineral royalties;
- there should be no automatic deficit funding of rail losses;
- railways should be free to concentrate on what they do best and to discontinue those services which are not financially viable;
- if a Government wishes to achieve social objectives (such as providing welfare concessional fares or particular services) by means of the railway, it should enter into contractual agreements with the railway, with the contracts explicitly specifying the services required and the payments to be made;
- there needs to be equitable competition between road and rail transport. Regulations which restrict traffic to any particular mode should be eliminated as policies are implemented which ensure each mode meets all of its costs; and
- there should be open access to the use of rail track and infrastructure, for an appropriate fee. Any organisation, public or private, should be allowed to operate trains on any railway track, subject to reasonable terms.

The Commission also recommended that the Commonwealth Grants Commission be asked to report on the case for excluding all public transport activities from its assessments. The consultants Travers Morgan were engaged by the IC to identify the benefits to be gained from Australian railways adopting international best practices. Their analysis indicates the possibility of large reductions in operating costs if this was achieved. With respect to Tasrail, Travers Morgan identified that

when the current restructuring is complete, Tasrail will be operating at levels very close to the international standards identified in their report.

In short, Tasrail (and AN generally) is moving into line with the recommendations of the IC at a faster rate than other rail systems. The IC's recommendations essentially only involve the State Government from the aspect of the removal of regulations which restrict traffic to any particular mode as policies are implemented which ensure each mode meets all of its costs.

The Premier outlined in his State of the State Address that rail protection fees would be phased out progressively from July 1993.

The future of Tasrail rests ultimately in the hands of the Federal Government. The State Government is committed to facilitating increased efficiency in transport within the State and is intent on pursuing the removal of unnecessary Government regulation. The Department has been involved in numerous discussions with the Federal Government seeking a commitment to restructure Tasrail, in the same way that they are committed to restructuring mainland rail operations through the National Rail Corporation.

Log Truck Fleet Rationalisation

A downturn in the demand for logs and increasing efficiencies within the road haulage of logs has created a significant oversupply problem within the log haulage industry. The Minister for Forests appointed an independent working party to consider how the current industry's problems can be overcome. Much of the information for the working party was supplied by Departmental officers. The recommendations of the working party were for a reduction in the log truck fleet size of about 15-20% with the details of the proposals being referred to an inter-departmental committee for consideration of a Government position. The Department will be heavily involved in the implementation of the Government's final decisions in this area during 1992-93.

Economic Regulation of Freight Transport

In the State of the State address a commitment was given to review the regulation of the State's land transport system. This will be a major undertaking for 1992-93.

SUB-PROGRAM 1.3 SPECIAL PROJECT: ABEL TASMAN REPLACEMENT

OBJECTIVE:

To successfully acquire, finance, refit and deliver to TT-Line as a going concern a larger and more modern replacement vessel for the Abel Tasman. To develop a marketing strategy that will ensure the success of the new ship.

OVERVIEW:

The magnitude of the Abel Tasman Replacement Project is such that it warrants special status with a full time team until delivery of the replacement vessel is undertaken.

The Project Manager heads the team and reports to the TT-Line Board. While regular contact occurs with TT-Line management it is the Department's intention that TT-Line personnel continue to operate Abel Tasman as a first priority. The replacement vessel will be handed over to TT-Line as a going concern whereupon the Project Team will be disbanded or reassigned.

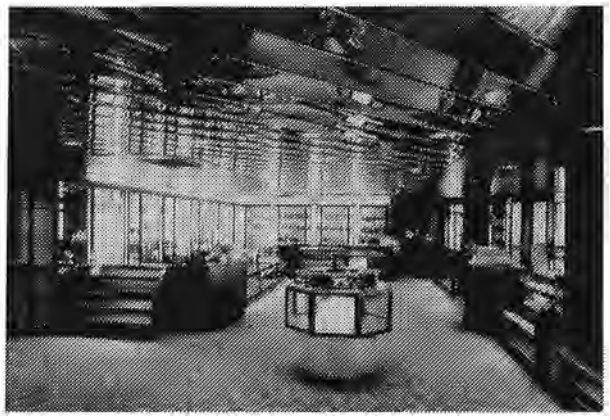
REPORT OF ACTIVITIES:

Peter Pan

The decision to purchase the German ferry Peter Pan to replace Abel Tasman was made in 1990 and a contract for its purchase was signed in January 1991. Peter Pan was built in 1986, is 31,360 tonnes gross and is currently operating between Travemunde in Germany and Trelleborg in Sweden. It is expected to be operational in late 1993.

Table 1 (page 17) gives detailed specifications of Peter Pan and a comparison with Abel Tasman.

Cafeteria



Shopping Complex

Cabin

Dining Room

Purchase of Peter Pan
The contract for the purchase of Peter Pan was denominated in Deutschmarks. A foreign exchange protection arrangement is in place which ensures the maximum cost of Peter Pan will be approximately A$155m. Borrowings of approximately A$105m will be required to complete the purchase. The Project Manager is working with officers of the Department of Treasury and Finance to examine all available financing options. Projections for the new vessel show that it will be self-financing and there will be no impact on the State's consolidated fund.

Review of Abel Tasman Replacement
Following the election of the present Government in February 1992 a review of the project was carried out by an inter-departmental committee comprising representatives of the Department of Treasury and Finance, Tasmanian Development Authority, Premier's Office, Department of Tourism, Sport and Recreation and Department of Parks, Wildlife and Heritage. Based on the outcome of that review the State Government decided to proceed with Peter Pan.

The Project Manager in conjunction with officers of the Department of Treasury and Finance commenced an examination of funding options to ensure the most efficient and flexible financing that will not adversely impact on the State's debt.

Port Modifications
Modifications are required at both Devonport and Melbourne berths. Modifications at Devonport include widening the stern loading ramp, provision of a new stern fender and construction of a new gangway housing structure. These modifications are expected to take place during 1992-93.

In Melbourne Peter Pan will berth at Station Pier. Extensive portworks are required for the new vessel including a freight deck extension, extension to the shore ramp and a new gangway. During the year Kinhill Consultants were appointed by the Abel Tasman Board to design and obtain planning approval for these works beginning with the construction of a freight deck extension. Station Pier forms the eastern boundary of an $800m project to develop a new city in Port Melbourne known as the Bayside Development. Construction of any structure on the bay foreshore is contentious and especially so because of the heightened environmental sensitivities raised by the Bayside Project. With the prospect of opposition to any change to the appearance of Station Pier the Project Manager and Project Engineer have been engaged in an extended consultation process to overcome the concerns raised.

Onboard Modifications
Prior to Peter Pan commencing operation there will need to be some modifications in the areas of crew accommodation and vessel fittings / decoration in addition to technical modifications. For the most part the ship is in excellent condition, with very high quality fittings. In particular the bar, a la carte buffet and cafeteria have all been extensively renovated and refurbished in the last two years and it is not intended to change these. Similarly the passenger accommodation is in excellent condition and would not need to be altered. Crew quarters require only refurbishment and some alterations to the crew mess. There will be no need for a major addition to the ship as was the case with Abel Tasman. Detailed specifications will be prepared in the second half of 1992 for work to be carried out concurrently with drydocking following delivery in mid 1993.

Onboard Facilities
During the year a submission was prepared and agreement in principle received from Government for onboard gaming on Peter Pan. A discussion paper was circulated among existing casino and machine gaming operators in Australia in order to develop a clear idea of the most suitable form of gaming on Peter Pan. At 30 June 1992 informal discussions had been held with a number of operators and a detailed proposal was under preparation recommending the type and location of gaming on the vessel. Subject to the outcome of the market research exercise being undertaken a detailed proposal will be put to Government in the second half of 1992.

Peter Pan

A similar process is being undertaken to determine the location on the ship and type of onboard shopping facilities. Peter Pan has a large retail area and there is great potential for a major retail development on the ship. Other facilities such as milk bars, coffee shops, a piano bar, a visitor information centre and attractions based around a common theme for the ship are being planned as is maximising the potential of the already developed conference facilities on the ship.

Marketing

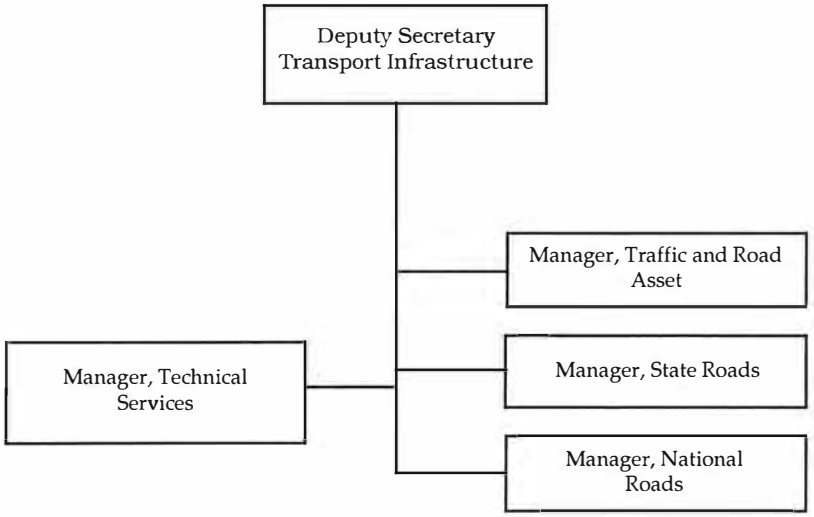
A major project to develop a marketing strategy was commenced in May 1992. Available data on all forms of Bass Strait travel was analysed and a survey of past passengers on Abel Tasman was carried out. At 30 June 1992 the data was still under analysis. However, some strong and often surprising results are emerging. In the early part of 1992-93 the full results of the marketing analysis will be known and a framework for developing and marketing Peter Pan will be formed. Potential exists for the new ship to be presented and marketed as an attraction in its own right and as a key element in Tasmania's future tourism strategy.

	PETER PAN	ABEL TASMAN
Dimensions		
Length (m)	161	149
Width (m)	27.6	23.5
GRT (tonnes)	31,356	19,912
Built	1986	1975
Capacity		
Trucks only	118	50
Cars only	550	440
Maximum cars with 40 trucks	300	60
Berths with facilities	1194	707
Berths without facilities	0	212
Hostel accommodation	100	64
Total berths	1,294	983
Public Areas (seating capacity)		
Bar	430	260
Cafeteria/coffee shop	335	260
A la carte	375	64
Coffee shop	0	32
Conference centre	200	0
Usable economic life	10 years	5 years

PROGRAM 2
TRANSPORT INFRASTRUCTURE

DEPUTY SECRETARY, TRANSPORT INFRASTRUCTURE

Tony Wilson



OBJECTIVE:

To develop and maintain:

- a quality road system for the benefit of the community in harmony with the environment; and
- an organisation of forward looking staff who prize excellence and whose contribution is encouraged and valued.

OVERVIEW:

1991-92 has been the first full year in which the Roads Division, now referred to as the Transport Infrastructure Division, has operated along project management lines. This involved restructuring the Division and creating three sub-programs and a support area. The Division updated its corporate plan during the year, with emphasis on the following factors:

- accountability and efficiency
- staff
- social justice
- environment
- safety

Consideration of these key factors ran throughout all the work of the program during the year.

SUB-PROGRAM 2.1 TRAFFIC AND ROAD ASSET

OBJECTIVE:

To ensure the most effective utilisation of available resources in developing and maintaining the State's road asset.

OVERVIEW:

The Traffic and Road Asset sub-program is responsible for planning, co-ordinating and managing the State's road asset. The program is continuing to focus on strengthening the development of forward strategies for management of the State road network. Three and ten year forward programs have been prepared and revised as a basis for future planning. Development of Pavement Management Systems has continued to enable improved decision making on asset management programs.

The sub-program was created as part of the reorganisation of the Transport Infrastructure Program resulting from the implementation of project management. Elements of the sub program are:

- Strategy Planning: Developing the Road Strategy Plan;
- Concept Development: Planning for construction of road and bridge projects on the Classified Road Network;
- Road Management: Developing strategies and forward programs for the rehabilitation and monitoring of the State Roads and Bridges;
- Environment: Preparing Environmental Management Guidelines;
- Traffic/Safety: Monitoring of road network safety and traffic usage and development of a safety program on the state network;
- Land Use Control: Ensuring that development of property adjacent to the road network is compatible with the efficient and effective use of State Roads; and
- Divisional Services: Developing and maintaining Technical Standards for the management of the Road Network.

STRATEGY PLANNING

The State road network is subject to many expectations which derive from all parts of the community. Some of the expectations are contradictory. Strategy planning is required to enable the network to be developed in a logical way. The expectations of the community can, at a policy level, be reviewed, managed, modified and incorporated into the Strategy Plan in such a way that the community can understand how the Department proposes to manage the expectations.

The first edition of the Strategy Plan was prepared during the year and will be considered by Government in the 1992-93 financial year. This has been a major undertaking and will have a significant impact on forward planning.

A major requirement of the Strategy Plan is consultation. Over the last six months, 16 Councils have been consulted to enable their expectations to be heard.

CONCEPT DEVELOPMENT

Development of project concepts for the Federally funded component of the roads program continues to be a major issue. Major projects planned during the year included the ongoing upgrading of the Bass and Tasman Highways.

ROAD MANAGEMENT

Road management is responsible for the formulation of effective annual and forward programs for resealing and rehabilitation works throughout the State road network within the limit of budget constraints. The program includes the review, trial and monitoring of innovative construction and maintenance processes as appropriate, in the quest for establishing cost effective treatments, primarily in the areas of bituminous and pavement rehabilitation techniques.

Significant advancement was made this year in the development of a three year forward program for sealing and rehabilitation works. Although refinements are still required in respect of forward sealing programs, there now exists a sound base on which to work.

Development of the Pavement Management System progressed only slowly during the year. However, full road rating was completed in 1991-92 which now provides two successive years of condition data, direct comparisons and indicative trends to be made for pavement conditions over the two years.

Bituminous Slurry Surfacing Program

Conducted between November 1991 and February 1992 a number of bituminous surfacing projects were undertaken by contract throughout the State, using state of the art slurry techniques for the first time in Tasmania. Over 14 km of road were selected for various treatments, which will enable ongoing monitoring and assessment of the technique over a fairly large sample. Nominated projects included some blackspot areas identified for skid resistance deficiencies and included the Tasman Bridge and correction of a severe rutting problem and safety hazard on the Midland Highway near Launceston.

Attributes of the slurry technique include the ability to correct longitudinal rutting defects and provides an alternative means of treating areas of poor skid resistance to conventional sprayed sealing or asphalt surfacing.

The slurry technique has environmental advantages in that water based bitumen emulsion is used which greatly diminishes the release of hydrocarbons into the atmosphere and provides significant noise reduction properties over conventional sprayed seals.

This relatively new technology is continuing to be closely monitored and despite some areas of variation in the results of the work there is seen to be potential for its use as a supplementary or alternative treatment to conventional sealing processes.

BRIDGE MANAGEMENT

The bridge management program is responsible for monitoring the condition of some 1300 bridges, culverts, marine facilities and civil engineering structures throughout the State and developing programs for their maintenance, rehabilitation and replacement. The asset includes major bridges, such as Tasman Bridge and Batman Bridge and a number of historic structures such as Richmond Bridge, Australia's oldest. The program also includes responsibility for emergency planning within the Transport Infrastructure Division.

Princess River Bridge

The Princess River Bridge on Tasmania's west coast was built in 1959 and was flooded by the King River Power Development. The opportunity was taken to carry out full-scale testing to investigate construction quality, concrete performance, modelling of structural behaviour, load capacity and the use of dynamic measurements to determine load capacity and the existence of defects. VicRoads, ETRS Consultants, University of Melbourne, University of Wollongong and the Cement and Concrete Association were also involved in the test program.

Corrosion Studies

Investigations on a number of structures exhibiting concrete corrosion were undertaken to assist with the development of maintenance, rehabilitation and replacement strategies.

Shear Cracking

Diagonal cracks were identified in six bridges, typically built in the late 1940's, leading to the closure of one bridge and the early replacement of another. A research program is being initiated in 1992-93 to identify the reasons for the failures.

Asset Valuation

An initial valuation of the bridges in the State was completed.

Emergency Planning

Substantial progress was made with the development of road network emergency procedures, with the first issue to be released in October 1992. An emergency 008 telephone system, operating with telephone pagers was established. Measures to assist with the control of traffic during Tasman Bridge emergencies were implemented following an inter-departmental study. Three staff members are enrolled in the Associate Diploma of Emergency Management conducted by the State Emergency Service and the University of Tasmania.

ENVIRONMENT

The aim of the sub-program is to provide assistance to the project managers to take environmental factors into account in all stages of the planning, design, construction and maintenance of road projects.

A secondary aim is to assist project managers to ensure that all environmentally significant projects have appropriate documentation prepared and assessed by the environmental and heritage Agencies.

Specific functions of the Environment sub-program are to:

- assist in the formulation of environmental policy;
- arrange for the location and/or collection of environmental information;
- develop and maintain an easily accessible environmental database;
- prepare guides or manuals to assist project managers;
- manage the environmental amelioration and/or rehabilitation program;
- assist in environmental management, monitoring and/or audit; and
- arrange for environmental education and training.

Remnant Roadside Vegetation Survey

The Remnant Roadside Vegetation Survey was conducted over two years by the University of Tasmania with the objective of locating and assessing remnant native roadside vegetation for conservation significance. The survey was jointly funded by the State and Federal Governments and is thought to be unique in Australia. The compilation of maps and a computer database of rare plant community sites was completed and distributed within the Department and to other interested Agencies. The completion of the final report for submission to the Australian National Parks and Wildlife Service is scheduled for early next financial year.

Bare eroded roadsides on sections of the Cradle Mt Developmental Road were identified as a high priority for revegetation and rehabilitation. Due to favourable conditions and the use of larger machinery than originally specified, the area treated was able to be increased. Approximately 35 hectares in total were hydromulched, fertilised and replanted with native tree and shrub species. Land Rehabilitation Services Pty Ltd arranged and supervised the work on behalf of the Department.

Cradle Mt Developmental Road

Roadside Land Degradation Survey

The Roadside Land Degradation Survey was undertaken by rehabilitation consultant Mr T Duckett. The project was a joint undertaking with Greening Australia (Tasmania) and was part funded through the National Soil Conservation Program (NSCP). The aim of the survey was to identify as far as possible the extent and significance of two components of land degradation namely, soil erosion and weed invasion. A second objective was to create a database of the information obtained from the field survey and to make the information available to project engineers through the

environmental database. The report was completed at the end of the financial year but the importation of the material into a database and the production of further copies of the report is scheduled for next year.

Roadside Vegetation Maintenance
The other main initiative in environmental management during the year was the start of a study of low-impact roadside vegetation maintenance. Present maintenance practice is frequently expensive and at times environmentally unsound. Greening Australia (Tasmania) has been engaged on a consultancy to prepare a draft Low Impact Specification for the National Highway.

TRAFFIC/SAFETY
The Traffic Safety sub-program has the following objectives:

- to improve road safety on the State Classified Road Network by applying counter measures to locations with a bad accident record;
- to visit and report on all fatal accident locations on the State Classified Road Network;
- to prepare a safety related works program for the State Classified Road Network;
- to provide suitable direction signing and ensure appropriate warning signalling is provided on the State Classified Road Network;
- in conjunction with the State's Tourism Industry to provide appropriate tourist signing based on the guidelines developed by the Tourist Signs Advisory Council;
- to estimate and publish annual truck weight trends on two representative links of the National Highway; and
- to maintain and publish estimates of recent traffic volumes and trends throughout the State Classified Road Network.

Review of Safety at Roadworks in Tasmania
A working group consisting of representatives from the Department of Roads and Transport, Department of Construction, Tasmania Police, Royal Automobile Club of Tasmania and Unions undertook a review of safety at roadworks.

The major recommendations of the review were:

- the endorsement of AS 1742.3 as the principal reference for roadworks;
- enhancement of the visibility of traffic controllers;
- quality control standards be introduced at roadwork sites;
- a training course on "Safety at Roadworks" be designed and provided as mandatory training for all field employees;
- education on roadworks practices be introduced to learner driver licensing program; and
- provision of a regular publicity campaign on safety at roadworks.

The recommendations of the review are to be further considered in 1992-93.

Minor Route Advance Direction Signs
This program was continued during the year with the erection of some 70 advance signs on various highways at a cost of around $70,000.

State Classified Roads Inventory
A full inventory of road dimensions, features and many other road details was completed during the year.

LAND USE / HIGHWAY INTERACTION
The responsibilities of the Land Use/Highway Interaction Sub-Program are to define, with ongoing assessment, a road hierarchy that will cater for the manner, character and intensity of existing, or future, development on land abutting or serviced by the Strategic Road Network of the State, in a way that is economically and socially appropriate to the community.

It is the task of the program to inform the relevant persons and/or authorities of those developments that will be compatible with the State Road System. The program also advises upon those proposals which will adversely affect an arterial road. In these cases, advice is provided on the actions that may be taken to minimise such adverse effects by actively encouraging their location to more appropriate roads in the State hierarchy and/or, where applicable, to the local road system for the mutual benefit of the developer, road users and the community.

Road Classification
Along with the day to day functions of the program in relation to Land Use/Highway Interaction, a great deal of time and effort has been put into the rationalisation of roads within the State's Strategic Road Network.

The program has considered and defined a road hierarchy for major roads in the State that is compatible with the functions of the constituent roads. The present categorisation is the result of continuous assessments to the present time and has been adopted by the Department.

The State network defined within the hierarchy consists of roads having an inter-regional and/or arterial function and which are strategic links for the movement of goods and people throughout the State.

With the change in functional requirements over the years many roads in the State network functioned predominantly as local roads while some roads under Council control had major arterial or inter-regional significance.

Transfer of Roads to Local Government Authorities

As a result of the decision at the Special Premiers' Conference in 1990 to untie the Commonwealth's local road funding (including the bridge component), it was considered to be an opportunity to remedy at least a proportion of this imbalance to the benefit of both the State and local authorities.

Arrangements for the transfer of some 480 km of road to local Councils have now been concluded with the assistance of the Municipal Association of Tasmania. The Department also took over 60 km of roads from various Councils. The State Grants Commission will in future distribute all local road funding direct to Councils in lieu of the previous arrangement which split these funds between State and Local Government.

The program, on behalf of the community, has given the State a more effective Strategic Road Network providing the necessary arterial function and better utilising the available funds. The process is far from complete and in future years a number of other roads currently under State control will probably be transferred to local authorities. It is also likely that the State will assume responsibility for some roads currently under Council control.

Planning Schemes, Interim Orders, ODPs, Subdivision and Development Applications

The program has been heavily involved in planning schemes this financial year which is expected to continue over the next several years. Endeavours have been made to provide comments for inclusion in the relevant ordinances to those schemes submitted by the planning authorities.

Such measures are, over time, speeding up the subdivision/development process and assist Councils, land owners and developers in determining the criteria that apply for the rational and planned development of land abutting and affecting State road corridors.

DIVISIONAL SERVICES

The program includes development and maintenance of technical standards, ministerial liaison and membership activity of both Austroads and the Australian Road Research Board.

1991-92 was the first year that costs of maintenance of technical standards had been specifically identified. As the State Road Authority, the Department is a reference for standards for both State and Local Government.

Major activities for the year included:

- development of a unit cost database to improve project estimating and forward programming; and
- development and implementation of project management within the Division.

SUB-PROGRAM 2.2
NATIONAL ROADS

OBJECTIVE:

To deploy the funds provided by the Federal Government under the various programs to efficiently and effectively upgrade those roads for safer, more reliable and more rapid use by the travelling public.

OVERVIEW:

The sub-program is responsible for:

- maintenance, rehabilitation and construction of the National Highway from Hobart via Launceston to West Park, Burnie;
- construction of declared highways under the National Arterial Roads Program; and
- reconstruction of declared highways under the Provincial Cities and Rural Highways Program.

The Department carries out the capital works program by:

- generally doing the pre-construction activities with in-house resources; those activities include planning, design, documentation for tender, site investigations and acquisitions. Occasional use is made of consultants;
- tendering the works for contract, and undertaking the contract supervision and administration with in-house resources and the occasional use of consultants; and
- maintenance and rehabilitation works are undertaken by Department of Construction, either on a cost recovery or schedule of rates basis as appropriate.

REPORT OF ACTIVITIES:

NATIONAL HIGHWAYS

MIDLAND HIGHWAY

Overtaking Lanes, Perth to Conara (5 sections of 1.5 km each)

These lanes are strategically placed at approximately 5-6 km apart. There will be five overtaking lanes in this section of Midland Highway:

i) South of Woolmers Lane
ii) South of Symmons Plains
iii) North of Epping Forest
iv) South of Epping Forest
v) South of Cleveland

i) and iii) were basically completed in 1990-91, but were given their final reseal coat during 1991-92. v) was awarded to Stornoway Gravel Constructions in January 1992 with a tender price of $559,000, and the work was completed in June. Included in the contract was the upgrading of the road junctions at Nursery Road, Perth, and Woolmers Lane. A problem with a property owner prevented ii) from going to tender in May, but the problem should be resolved and the tender advertised early in the new financial year.

Overtaking Lanes, Conara to Oatlands (6 sections of 1.2 - 1.5 km each)

There will be six overtaking lanes constructed between Conara and Oatlands. These lanes are strategically placed at approximately 10 km apart. The six lanes are:

i) South of Conara
ii) North of Ross
iii) South of Mona Vale Road
iv) South of Tunbridge
v) South of Sorell Springs Road
vi) North of Oatlands

Preparations were being made to mount a vigorous construction program in 1992-93 to complete four overtaking lanes and take advantage of the increased National Highways funding that will be made available. A tender for overtaking lanes ii) and iv) was advertised in June, and these lanes are expected to be in service by December 1992. The lanes i) and iii) are being designed using in-house resources, while lanes v) and vi) have been awarded to consultants to design and supervise the construction. These contracts will incorporate junction upgradings at Mona Vale Road, St Peters Pass rest area and Sorell Springs Road. A further contract will cover the construction of six stock underpasses.

BASS HIGHWAY

Prospect Vale Interchange

Because of the poor accident record of the at-grade intersection of Westbury Road (old Bass Highway) with Prospect Bypass, a grade separated interchange is being built. During the year, a tender was awarded to Baulderstone/Hornibrook for Prospect Vale Overpass at a price of $951,000. The tender was awarded in March 1992, and the bridge is expected to be completed in November. Plans were being finalised for the associated roadworks of the Interchange towards the end of 1991-92, and a tender was expected to be advertised in July 1992. The Interchange is programmed to be opened to traffic in March 1993.

Bass Highway
Illawarra Main Road to Hagley

Illawarra Main Road to Hagley

This 13 km length of new Bass Highway was officially opened to traffic by the Federal Minister for Land Transport, Hon Bob Brown, on 8 May 1992. During the year, contracts were completed for the following:

i) Illawarra Main Road to Liffey River in September at a cost of $4,352,000;
ii) Heazlewoods Lane Underpass in September at a cost of $1,089,000; and

iii) Whitemore Road Underpass in October at a cost of $1,168,000.

Contracts were tendered, awarded and completed for the following:

i) Liffey River to Hagley in April at a cost of $2,552,000;
ii) Illawarra Main Road Roadworks to Hagley Roadworks in April at a cost of $1,984,000.

The connections to the existing highway system were made to Illawarra Main Road, about 1.8 km from the present Bass Highway, using the future on ramp as the two lane connection, and to the present Bass Highway at Hagley in a roundabout. There remained some additional works in guardrail and batter slip correction to be completed in 1992-93.

Pateena Road to Illawarra Main Road

Work began on the next section of the new Bass Highway from Launceston to Deloraine with the award of a contract in March 1992 for $4,937,000 to Department of Construction for South Esk River Bridge and Roadworks Stage 1, $766,000 was expended by 30 June 1992. The completion of this contract in 1994 (104 weeks contract period) will control the timing of bringing this section into service. A further contract for earthworks at Pateena Road was awarded to Stornoway Gravel Constructions for $460,000 in May, but work had to be suspended because of wet weather. Only $167,000 was expended by 30 June 1992. Plans were being prepared for Pateena Road to South Esk River Roadworks Stage 2, including Pateena Road Interchange, to be advertised in October 1992.

Westbury to Deloraine

Preliminary design work started on this section of the new Bass Highway. Some properties were acquired for the new road, and preparations were being made to advertise contracts in 1992-93 for the following:

i) Roadworks Stage 1 (for 3 km west of River Road at Exton) to be awarded in October 1992 (which will be the Department's first Design/Construct roadworks contract); and
ii) River Road Overpass to be awarded in December 1992.

Deloraine Bypass

Following the construction of Deloraine Bypass, which was officially opened on 8 June 1990, batter slippages occurred in the deep cuts to the west of Meander River Bridge. Remedial measures were specified, and a contract for the work was awarded to Hazell Constructions in January 1992 for a tender price of $433,000. Difficulties in construction with weather led to increased costs and time, and the work was suspended in June 1992 to be completed in early summer. Expected cost will be about $600,000.

NATIONAL ARTERIAL ROADS

BROOKER HIGHWAY

Duplication of Brooker Highway to Granton

The final contract, Arncliffe Road Overpass to Black Snake Lane, was awarded to Hazell Bros Civil Contracting Pty Ltd in August 1991 for a tender price of $990,000. The completion of this contract in January 1992, brought about the complete duplication of the Brooker Highway to Granton, and an official ceremony was held on 16 January 1992 to mark the occasion.

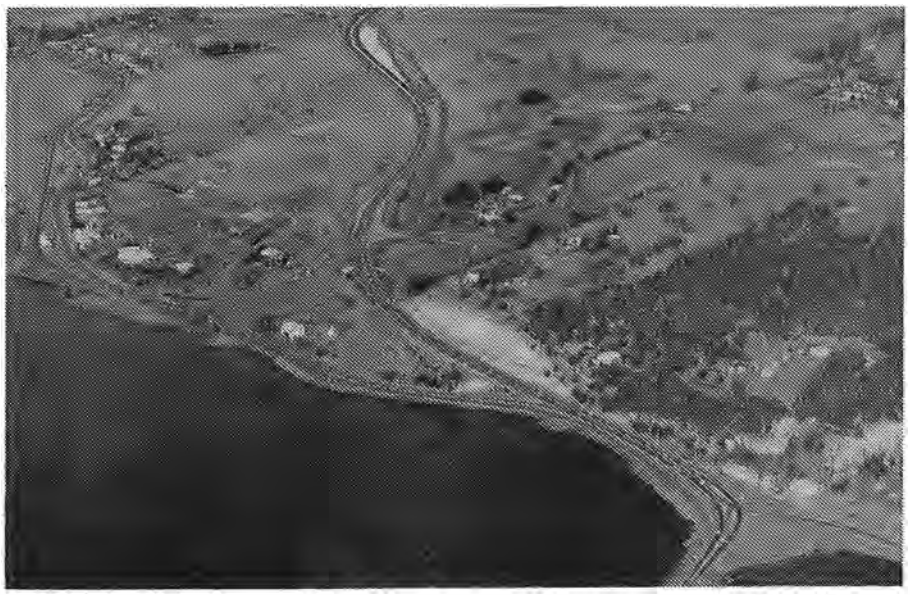
BROOKER AVENUE

Intersection Upgrading

Problems with vehicle capacity, line of sight, geometric standard, and accident frequency led to a decision to upgrade a number of key intersections on the Brooker Avenue:

i) Derwent Park Road
ii) Lampton Avenue
iii) Bowen Road
iv) Risdon Road

The road intersections i), ii) and iii) will be signalised, and iv) will be improved in vehicular storage and capacity. At the conclusion of the project all four intersections will be controlled by co-ordinated traffic signals. The first contract, Derwent Park Road, was advertised for tender in June 1992 and is scheduled to be finished in December. Lampton Avenue was being prepared for tender and is scheduled to be advertised in September 1992. Subject to the availability of funds, the complete project is programmed to be completed by early 1994.



Brooker Highway

TASMAN HIGHWAY
Mornington Overpass to Hobart Airport
This project will provide duplication of carriageways out to Holyman Avenue intersection at the Hobart Airport. A second carriageway will be provided from Mornington Overpass to Acton Road, and then a new dual carriageway from Acton Road to Holyman Avenue. The grade separated interchange at Cambridge Road will be upgraded for a second carriageway, and new fully grade separated interchanges will be provided at Acton Road and Holyman Avenue. In March 1992, a contract for Mornington Overpass to Cambridge Road was awarded to the Department of Construction for a tender price of $2,357,000 to be completed by December 1992. A tender for Cambridge Road to Acton Road was advertised in May 1992, and at the close of the year, was in the process of being awarded to Department of Construction for a tender price of $2,631,000. It is programmed to be completed in March 1993, and subject to the availability of funds, the entire project will be completed in early 1994.

EAST TAMAR HIGHWAY
Newnham Creek to Barnards Creek
Brambles Equipment Division was awarded the main roadworks contract in August 1991 for a tender price of $3,551,000, and made good progress throughout the year. In February 1992, the Department of Construction was awarded the contract for Landfall Overpass for a tender price of $695,000 to be completed by November 1992. To complete the entire project the roadworks contractor has to complete the roadworks of Landfall Interchange, remove the surcharged areas over the Tasman River flats and finish off the roadway in that area, and make the connections to the existing road system at each end of the work. This work will be started later this year. There has been a great deal of local concern about the adequacy of Barnards Creek Bridge to accommodate the new roadworks. This area has been reviewed and a number of improvements made to meet those concerns. The new road is to be officially opened on 14 December 1992. The whole scheme is expected to cost approximately $8m.

BASS HIGHWAY
West Park, Burnie, to Toorak Court
The duplication of the highway was completed in August 1991. The total cost of the project, which also involved the movement of the railway line towards Bass Strait and the construction of expensive protective walls for sea action, was $4.8m approximately. There remained a determination to be made on responsibility for vibration damage to adjacent houses.

PROVINCIAL CITIES AND RURAL HIGHWAYS (PCRH)

CRADLE MOUNTAIN TOURIST ROAD
Leary's Corner to Pencil Pine Creek
The reconstruction of this 5.1 km of highway was completed in July 1991. The work suffered from early snowfalls, and there were problems of surface roughness and geometric standard which have to be resolved in the Spring 1992. The total amount spent on the project was $2.08m.

TASMAN HIGHWAY
Orielton to Orford
Work continued to be concentrated on the length of highway from Fingerpost Road junction to Tea Tree Rivulet, approximately 5 km east of Buckland. Three contracts were awarded during the year:

i) Bust-Me-Gall Hill to Montgomerys Road
Department of Construction was awarded the contract in August 1991 and completed the work in February 1992. The contract involved the reconstruction of 2.5 km of highway and the construction of an eastbound climbing lane about 1.1 km long. The total cost of the work was $1,430,000.

ii) Break-Me-Neck Hill and 4.7 km to the East
Hazell Bros Civil Contracting Pty Ltd was awarded the contract in November 1991 and completed the work in June 1992. The work was basically rehabilitation and was carried out for a total cost of $1,965,000.

iii) Buckland to Tea Tree Rivulet
The Department of Construction was awarded the contract in May 1992 for a tender price of $1,800,000. The work involves about 5 km of rehabilitation and reconstruction, including within the Buckland town boundaries, and incorporates eastbound and westbound overtaking lanes immediately to the east of Buckland. The contract is scheduled to be completed in December 1992.

Mornington to Hobart Airport

These works together with earlier rehabilitation projects have made a significant impact upon the road standard of Tasman Highway to Orford, and the remaining works to be carried out before the expiry of the PCRH program on 30 June 1993, will have upgraded 30 km of the 43 km between Fingerpost Road and Orford.

SUB-PROGRAM 2.3
STATE ROADS

OBJECTIVE:

To manage, maintain and enhance the State transport infrastructure assets (excluding those which are funded under Commonwealth programs) for which the Division is responsible using the resources which are available so that the facilities can be safely and reliably used by the public.

OVERVIEW:

The sub-program is responsible for:

- maintenance, rehabilitation and reconstruction of approximately 3,500 km of proclaimed State Roads except where included on a National Roads Program;
- reconstruction, upgrading and extension of pro-claimed State Roads;
- undertaking specific works aimed at improvement of road safety;
- reconstruction of aged and failing pavements, with minor upgrading to increase width and strength;
- bridge maintenance;
- maintenance, rehabilitation and upgrading of 46 State jetties, 7 slipways and other marine facilities; and
- upgrading of designated fishing ports.

The Department is responsible for management, including planning and design of the assets. The Department of Construction, with administration by this Department, carries out the bulk of the work.

During 1991-92 the Department actively minimised the amount of work undertaken on a cost recovery basis and entered into more negotiated price agreements with the Department of Construction. Also many major projects were carried out by public tender. This ensured prices for State funded works closely reflected market rates and were more consistent with the lower prices which were generally realised on the national roads projects.

REPORT OF ACTIVITIES:

ARTERIAL ROADS

Asset Improvement

Arthur Highway - Hawks Hill Deviation

This project was completed and opened to traffic in October 1991 at a total cost of $5.2m. It provides a 3 km long bypass of a narrow and winding section of the highway, but the old road will be retained as a scenic route under Council control.

Channel Highway - Oyster Cove to Kettering

The final 3.2 km long stage of upgrading between Snug and Kettering was completed in October 1991. It was undertaken by open tender at a total cost of $2.9m.

Falmouth to Chain of Lagoons Link Road

This new 23 km long road which provides a bypass of Elephant and St Marys Passes on the Tasman Highway was opened by the Minister for Roads and Transport on 2 December 1991. Construction commenced in 1984, and to 30 June 1992, the project had cost $14.5m. At the northern end the new road connects the Tasman Highway via the old Falmouth Road.

Ridgley Main Road

A further 3.5 km of reconstruction between Hampshire and Ridgley was completed. To date, 5.7 km have been reconstructed at a cost of $3.9m. In addition, widening to provide a 5.5 m pavement with 0.6 m sealed shoulders was undertaken between Ridgley and Old Surrey Road at a cost of $740,000.

Tarraleah Canal Bridge - Lyell Highway

A 0.4 km deviation which included construction of a new bridge over Tarraleah Canal was completed at a cost of $0.256m. The project will improve safety by the removal of a dangerous 90° corner on the highway.

Crockers Arm Creek Bridge - Tasman Highway

Construction of a reinforced concrete culvert to replace the old timber structure, and realignment of 0.3 km of the Tasman Highway was completed at a cost of $0.26m.

Asset Rehabilitation

All road pavements have a finite life and require periodic reconstruction. The objectives of this program are to reconstruct aged and failing pavements, with minor upgrading to increase width and strength. For a typical pavement life of 30 years, a rehabilitation rate of 100 km per annum is necessary. However, due to funding limitations, only 50% of this length is being achieved. In 1991-92, rehabilitation of the following roads was completed:

Arthur Highway	- Carlton River to Copping
Lake Highway	- Nant Corner to Bark Hut Creek
Lyell Highway	- Donaghy's Hill to Nelson River (4 km)
Tasman Highway	- North of Wet Marsh Creek
Boyer Secondary Road	- Bridgewater to Boyer (3 km)
Tasman Highway	- In Moorina
	- In Branxholm
	- Nunamara to Sideling (5 km)
Poatina Main Road	- South of Brumby's Creek (3.5 km)

Asset Maintenance

Expenditure on routine and special maintenance amounted to $10.8m. Approximately 190 km of arterial roads were resealed or given asphalt overlays at a total cost of $4.2m. The scheduled program for the year was incomplete due to adverse weather conditions late in the year. Expenditure on bridge maintenance amounted to $1.46m.

An extraordinary expenditure in 1991-92 was an amount of $0.87m which was required for works and grants to Councils as part of agreements reached for the transfer of those State roads which perform only a local road function.

LOCAL ROADS

Asset Improvement

Coles Bay Tourist Road

The final 0.5 km section of reconstruction and works to improve the junction with the Tasman Highway were completed. Reconstruction commenced in 1984-85, and the total cost has been $4.2m.

Coal River Bridge - Fingerpost Road

Reconstruction of this 91 m long bridge commenced in December 1991. The new bridge comprises seven spans, and is 9 m wide. It replaces the previous timber structure, and is built on the same alignment. The project will be completed in late 1992.

Asset Rehabilitation

Cradle Mountain Tourist Road - Wilmot to Kop Road

Approximately 6.5 km of narrow, winding road is being rehabilitated. Some minor alignment improvements will also be included. 3.5 km was reconstructed in 1991-92, of which 1 km was also sealed. The work will be completed in 1992-93.

Asset Maintenance

Expenditure on routine and special maintenance during 1991-92 amounted to $2.04m. Approximately 3 km of roads were resealed at a cost of $107,000. The program was severely curtailed due to adverse weather conditions. Expenditure on bridge maintenance amounted to $0.2m.

An extraordinary expenditure in 1991-92 of $1.1m was also incurred due to grants paid to Councils as part of agreements reached for the transfer of local roads to Councils.

JETTIES AND SLIPWAYS

Asset Improvement

Bicheno Landing Stage

The structure was fully redecked in timber and the piles were concrete encased. The cost of the works was $75,000.

South Arm Jetty

Reconstruction of the jetty was completed at a total cost of $146,000. The new structure is shorter and includes a rock fill causeway section which provides protection to the adjoining launching ramp.

Asset Maintenance

Expenditure on repairs, etc in 1991-92 amounted to $306,000. Special works included commencement of rock-lining of Denison Canal to provide protection against wave erosion.

Fishing Ports Upgrading

Works carried out under this category are carried out in accordance with priorities agreed with the fishing industry in the Fishing Ports Study undertaken during the 1980's.

Currie Jetty Reconstruction

The replacement of the former timber jetty was completed and officially opened on 27 January 1992. The new structure is of reinforced concrete and founded on steel piles. It is 108 m long and is designed for fishing trawlers. The total cost was $2.06m.

Binalong Bay Jetty

A new timber jetty to replace the previous privately owned structure was built at a cost of $45,000.

Binalong Bay Jetty

SUB-PROGRAM 2.4
TECHNICAL SERVICES

OBJECTIVE

To ensure efficient and effective technical support is provided to the operational sub-programs ensuring projects are completed on time and within budget.

OVERVIEW

This sub-program has been created out of the change-over to a program management approach in the Transport Infrastructure Division. Technical Services provides technical and management expertise whereby the Transport Infrastructure Program is developed and objectives are achieved. The Branch is responsible for establishing and maintaining technical standards.

In most instances in its activities, the Branch is represented by a designated Project Manager who is responsible for the delivery of a project in accordance with agreed cost, timing and scope, to a client Program Manager. In other cases the Branch's resources are involved in asset management and program development projects.

Skilled resources to meet the needs of the Transport Infrastructure Program are drawn from one or more of the eight functional Groups in Technical Services Branch, which along with Branch management make up the major business centres in the Branch.

The Branch provides services in:

- project management
- technical investigations
- survey
- planning
- property administration
- design and documentation
- traffic engineering
- geomechanics and materials technology
- construction and rehabilitation supervision
- maintenance supervision
- contract administration
- public relations

BRIDGE DESIGN

The Bridge Design Group is responsible for providing project management, planning and design services to the other elements of the Transport Infrastructure Program for bridges and related structures such as jetties to the agreed extent with time and cost goals.

During the year the Branch saw:

- the opening of Bradshaw Bridge (7 August 1991), Lyell Highway Deviation across Lake Burbury. This was the largest bridge design project undertaken in-house in the post war period;

- completion of design and award of tender for South Esk River Bridge, Bass Highway. At 240 m length this was also a significant achievement;

- Grassy Wharf was project managed following design of modifications for $2.8m and opened in time for the first berthing of Searoad Mersey. Repair works on the original part of the wharf were project managed. The contemporary technology of cathodic protection was selected to arrest progressive corrosion of the wharf and ensure preservation of the strategically important transport asset for the King Island community;

- river and road bridges were designed predominantly in-house but also by consultants and managed in house for projects in the State and National Roads Programs. Most notable were Prospect Vale Interchange Overpass, Bass Highway, Landfall Interchange Overpass, East Tamar Outlet Road, Cambridge Road Overpass, Tasman Highway, River Road Overpass, Bass Highway, Coal River Bridge, and Fingerpost Subsidised Road;

- the bridge engineering skills retained on the above work provided an essential base for other generic activities such as:

  - technical policy for bridges - to ensure that new bridges make full use of contemporary technology and are designed and constructed so as to achieve their full design life (100 years for concrete and steel structures);

  - project planning - bridge input to teams planning asset enhancement and creation activities, including: Tasman Highway Mornington to Holyman Avenue, Bass Highway at Cooee, Victoria Bridge Complex Devonport and Tasman Highway rehabilitation. The focus of this input was ensuring optimum outcome for mobility and user service while ensuring best value for money; and

  - asset preservation - the Group undertook a number of projects arising from maintenance requirements on bridges e.g. bridge collapses at Fingal Rivulet, Fingal Main Road and Scopus Creek, Montagu Secondary Road as well as replacement of failed bearings on the existing South Esk River Bridge, Bass Highway.

- application of specialised in-house hydraulic design expertise on a wide range of road projects to ensure vital drainage requirements and landowner interests were properly protected; and

- the group for the first time operated on an internally commercial basis attributing costs to client programs project by project. Commercially competitive labour rates were used and revenue exceeded expenditure by 3% for the year. Staffing declined with the merging of two sections, and the effective loss of a Section Leader, two senior engineers and a clerical officer. Business Planning was introduced to ensure the Group placed itself to respond proactively to client needs while sharing project workload with the private sector.

DRAFTING

The Drafting Group is responsible for the preparation of quality documentation including plans, computer printouts, quantity schedules and illustrative display material relating to road and bridge projects.

During the year the Branch's achievements included:

- conversion from the use of APOLLO-DOMAIN 3500 WORKSTATIONS coupled with 30cm VDU SCREENS to a similar number of SUN SPARC STATIONS with 45cm VDU's. The objectives of this conversion were:
  (i) to increase efficiency due to decreased operating time for the processing of information;
  (ii) to have hardware that was capable of running MOSS version 9.0 without modification or updating; and
  (iii) to reduce chances of litigation due to prolonged use of small sized screen based equipment;

- completion, distribution and promotion of the groups Quality Manual - Drafting Group Procedures; and

- development and implication of more efficient (cost saving) processes within the group; namely:
  (i) revision of strategy for distribution of "Standard Drawings" to registered tenderers; and
  (ii) conversion from B size to A size drawing sheets.

During the year the group successfully completed 55 significant projects. These projects were made up of Road Detail Design, Planning and Bridge Detail Projects.

SURVEY AND PROPERTY

The Survey and Property Group operates as a specialist group within the Technical Services Branch, and provides expert technical and administrative services in surveying and property management.

Surveys are provided for the planning, design, construction, management and operation of the State Highway network and marine facilities, including surveys for the acquisition of property.

Property services include administration and negotiation of property purchase; management, lease and sale of Departmental properties; a comprehensive searching facility for title and other legal records; and the issue of licences where limited access proclamations restrict access to the highway network.

The Group is responsible for timely and cost effective delivery of services which are fundamental to the development and delivery of Transport Infrastructure Programs, including the provision of expert advice on legal and technical matters related to land dealings.

The Survey Section was further reduced in size during the year and currently operates 11 survey parties from Regional Offices. A total of 170 survey projects for engineering design and acquisition were undertaken. Surveys for acquisition of land involving 130 properties were completed.

Research and development activities included the establishment of 6 km of survey control on the Huon Highway by use of Global Positioning (i.e. satellite) surveying methods, and an evaluation of PC based survey software system.

Survey receipts from external sources amounted to $93,000.

Expenditure on property acquisition amounted to $2,823,000 (National Road funds $1,846,000 and State Road funds $977,000) whilst receipts from property sales, rentals and other receipts totalled $952,000.

SOUTHERN REGION

The Southern Region as a business centre within the Technical Services Sub-Program is responsible for the supervision and administration of the construction and maintenance of the Tasmanian Classified Road Network and State marine facilities within its boundaries.

The Southern Region spans from Tullah in the west to the junction of Lake Leake Road and the Tasman Highway north of Swansea in the east. It includes 85 km of National Highway, 1216 km of State Roads and 225 km of Local Roads. The Region also takes in the Denison Canal, Tasman, Bowen and Bridgewater Bridges.

The Region was responsible for works totalling almost $32m in 1991-92. The Region's operating budget was $1.2m of which $1.19m was recovered through fees for supervision of projects.

There are 17 staff in the Southern Region, four Professional Engineers, nine Technical Officers and four Administrative Officers.

The Region contracted its staff and resources to Program Managers in 1991-92 as part of the Division's move toward commercialisation of the Technical Services Branch. Following careful analysis of its resource capacity and operating constraints the Region was able to recover 99% of its expenditure for the year.

Major projects completed in 1991-92 included:

- Channel Highway Nicholls Rivulet to Kettering ($2.3m);
- Brooker Highway Abbotsfield Road to Arncliffe Road ($1.9m);
- Brooker Highway Arncliffe Road to Black Snake Lane ($990,000);
- Tasman Highway Bust-Me-Gall to Montgomery's Road ($1.43m);
- Lyell Highway Nelson River to Donaghy's Hill ($1.2m);
- Tasman Highway Break-Me-Neck and 4.7 km East ($1,965,000); and
- State Roads sprayed seal works ($1.2m).

The Region placed great importance during the year on community consultation. The Region received 158 letters from the public, and numerous telephone calls, during 1991-92.

In November the Regional Engineer wrote to all schools in the greater Hobart area providing an information package containing a variety of brochures relevant to the Department's operations. Schools were advised that further information could be obtained by contacting the Regional Office.

The Regional Engineer and Maintenance Engineer continued their programme of visiting local Councils during the year and discussions were held with the Municipalities of Lyell, Zeehan, Bothwell and New Norfolk.

NORTHERN REGION

The Region as part of the Technical Services Branch, is responsible for the supervision and administration of the construction and maintenance of the Tasmanian Classified Road Network and State marine facilities. The Region also provides a point of contact to the Department for the public outside Head Office. The Northern Region was responsible for the expenditure of $38m on various projects in 1991-92.

The Regional Office is located in Launceston with a branch office in Ulverstone. Regional staff include Engineers, Technical Officers and Administration Staff skilled in all aspects of administration and supervision of the road network and marine facilities. Surveyors and Scientific Officers play an integral role in regional operations. There are 36 staff members in the Northern Region.

The new Northern Regional Office at 287 Wellington Street, Launceston was opened on 18 July 1991. The former Mines Department building was refurbished at a cost of $0.3m. This facility has given the Department a focus in the north of the State and has helped raise the public's awareness of the Department.

Two major projects completed during the year were:

- the Falmouth Chain of Lagoons link road which was opened by the then Minister, Hon Judy Jackson MHA, on 2 December 1991. This State funded road, commenced in 1985, is 23 km long and was built at a cost of $14.5m. The road will be a boost to tourism on the east coast, eliminating both the Elephant and St Marys Passes; and

- the new Bass Highway, Illawarra Main Road to Hagley. This project, funded by the Federal Government, was built at a cost of $16m. The Federal Minister for Land Transport, Hon Bob Brown MHR, opened the road on 8 May 1992.

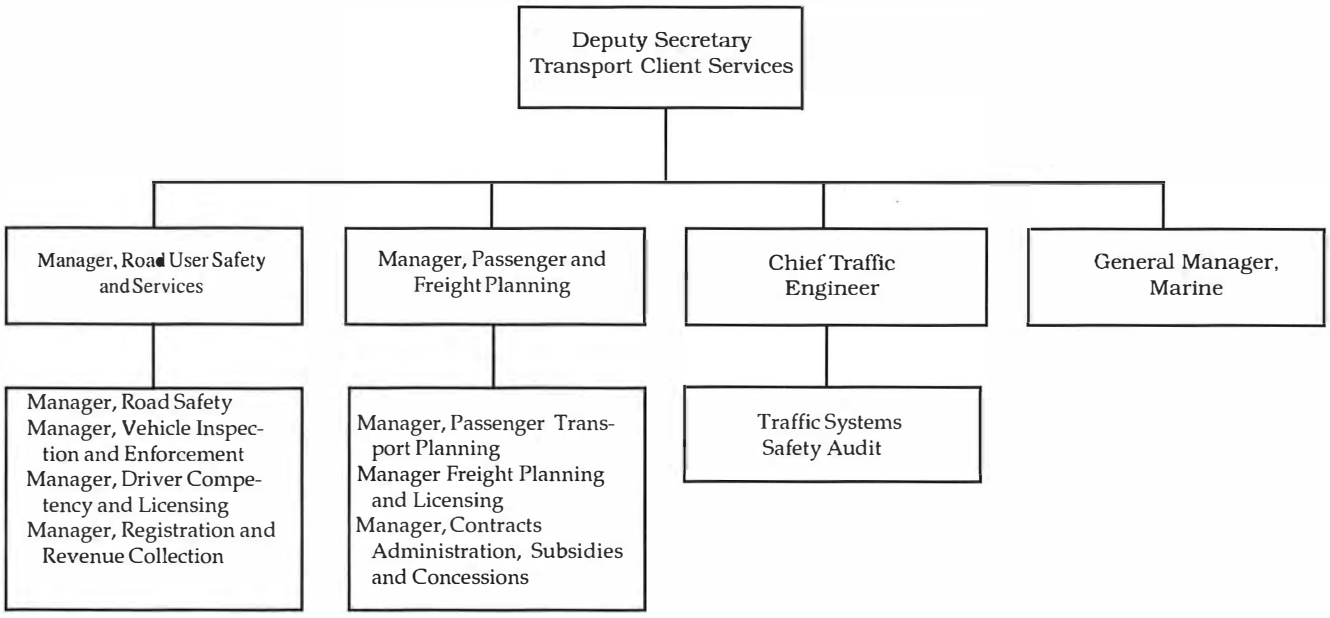
The Bass Highway duplication from Launceston to Deloraine is programmed to be completed before the end of this decade. The project is fully funded by the Federal Government as a National Highway Project.

Details of other projects completed by the Region are listed in the National and State Roads Reports.

PROGRAM 3
TRANSPORT CLIENT SERVICES

DEPUTY SECRETARY, TRANSPORT CLIENT SERVICES

Dr Jonathan West


Deputy Secretary
Transport Client Services
Manager, Road User Safety and Services
Manager, Passenger and Freight Planning
Chief Traffic Engineer
General Manager, Marine
Manager, Road Safety
Manager, Vehicle Inspection and Enforcement
Manager, Driver Competency and Licensing
Manager, Registration and Revenue Collection
Manager, Passenger Transport Planning
Manager Freight Planning and Licensing
Manager, Contracts Administration, Subsidies and Concessions
Traffic Systems Safety Audit

OBJECTIVES

To seek to achieve safe, reliable, efficient and client-focussed transport services consistent with overall Government objectives. To develop and promote safe road user practices and contribute to safe road development to reduce road accidents of all kinds.

OVERVIEW

Transport Client Services incorporates the operational elements of what was previously Transport Tasmania. As such it is responsible for driver and vehicle licensing and registration, road safety and the control of passenger and freight transport in Tasmania. These functions were carried out by the Transport Division until early 1992 when, following the Project 2000 review of the Department, most of the functions of the Division were reorganised into two sub-programs and a new organisational structure developed. Marine remained in the program but outside the two new sub-programs, subject to further review.

Transport Client Services has the following responsibilities:

- to plan for and efficiently administer overall transport needs and activities;
- to establish and administer relevant transport management systems;
- to move towards an appropriate level of cost recovery with due regard for community service obligations;
- to ensure that the Division consults and addresses stakeholder concerns and needs in the delivery of transport related services;
- to foster a work environment and culture which reflects contemporary management philosophy through the implementation of equal employment opportunity, occupational health and safety, industrial democracy and appropriate staff development principles;
- to effectively market and communicate the role and objectives of the Department with emphasis on services provided;
- to participate in the development and implementation of National transport policies and practices; and
- to be accountable for the management and delivery of transport client services within the context of resources allocated, Government policy and Departmental objectives.

SUB-PROGRAM 3.1 ROAD USERS SAFETY AND SERVICES

OBJECTIVE:

To implement, develop and manage for the benefit of all road users in Tasmania programs covering transport legislation, regulation, driver competency and licensing, road safety, motor registration and revenue collection.

OVERVIEW:

Road Users Safety and Services was created as a sub-program within Transport Client Services following a major Departmental reorganisation during the year. The Director was appointed in January 1992. The sub-program was formed from elements of the previous Transport Regulation Division including the Motor Registry and Office of Road Safety sections of the Transport Division.

Road Users Safety and Services, rather than being a sub-program in its own right is a means of co-ordinating and bringing together under a single director four important activities each of which warrants sub-program status.

3.1.1 ROAD SAFETY

OBJECTIVE:

To develop, promote and integrate best practice in all elements of road safety through involvement and ownership by all Tasmanians to reduce the number and severity of road crashes and injuries.

OVERVIEW:

In the first half of the year overall resposibility for road safety lay with the Traffic Engineering Branch. As a result of organisational changes effected in January 1992, the Office of Road Safety became the Road Safety Branch of the Road Users Safety and Services (RUSS) Sub-Program.

The four key components of accident research and prevention, school-based education, public education and motorcycle rider training now combine to ensure that the following goals are achieved:

- the development of community ownership and participation in road safety;
- the development of road safety as a major priority in the management of transport and land use;
- the continuation of programs and research focussing on road user behaviour, roads and traffic, vehicles and equipment, and after-crash response and care; and
- the development of an integrated framework for road safety planning and action.

REPORT OF ACTIVITIES:

Accidents

Injury accidents decreased by 13% from 1989 to the end of 1991. In addition, there was a 6% decrease from January to June 1992 over the equivalent period last year. The number of persons injured has similarly declined, with a decrease of 11% between 1989 and 1991. There is also a 5% decrease from January to June 1992 over the equivalent period last year.

Although fatalities fell less than 4% between 1989 and 1991, the comparative six month figures from January to June 1992 show a significant 26% drop. The number of fatalities recorded from January to June 1992 was also the lowest for this period since statistics began being collected by the Department in 1967.

Strategies

Close liaison with the RACT, the MAIB and other Government Departments has continued as part of a broader strategy to achieve the maximum involvement in, and commitment to, road safety. Contact has also been maintained with other road safety related activities and groups, including the excellent work being done by the Road Trauma Support Team, Headway, the Tasmanian Injury Surveillance and Prevention Program and the Child Accident Prevention Foundation.

Legislation

The Road Safety (Alcohol and Drug) Amendment Act was proclaimed in December accompanied by wide-spread publicity of the increased and structured penalties applicable under the new law. One immediate effect has been the significant reduction in restricted licences issued by magistrates.

Cabinet approved the introduction of speed cameras to address one of the most serious causal factors in road crashes. Subject to legislative approval the cameras will be deployed at designated "black spot" sites to maximise their effectiveness.

Education

The introduction of the certificated theory of defensive driving course as part of the Health Education syllabus has focussed the attention of the Road Safety Officers on students in years 9 and 10 at high school. Students emerge from this program with the opportunity to gain a learner's licence in preparation for learning to drive. A total of 1230 students graduated with a pass in the learner's test during the calendar year 1991.

Primary education continued to underpin the road safety education program with Road Safety Officers conducting courses on 'Bike Ed', safe pedestrian and bus behaviour and assisting schools generally in ensuring the safe passage of children to and from school.

Public education campaigns focussed on the issues of speed and alcohol, two of the most serious causal factors in road crashes.

The National Education and Promotions Forum held in Adelaide in May provided key input to the policy development of road safety education in Tasmania with most States working towards a curriculum and resource framework delivered by the schools themselves.

The Manager Road Safety was invited to join the Tasmanian Executive of the Child Accident Prevention Foundation of Australia (CAPFA) as more than 50% of child accidents relate to road use.

The commitment of the MAIB to road safety was demonstrated by the Board's contribution to public education funding, allowing the Department to continue its advertising awareness program at key times during the year. A Christmas speed campaign, including television, press articles, bus backs and road signs, a random breath testing publicity program in conjunction with police enforcement, and a combined speed/random breath testing program at Easter ensured that these key messages continued to be brought to the driving public's attention.

The Road Safety Officers also conducted a range of public education courses. These range from court-ordered attendance at a drink/drive program for offenders in their first year of driving, to defensive driving courses for private enterprise and other Governmental organisations. All driving instructors are also required to attend training courses conducted by the Road Safety Officers.

Accident Reduction Program
Close co-operation with the Police continued with their deployment to key locations identified as part of the Accident Reduction Program. This program optimises Police time by designating high risk locations for static, highly visible enforcement.

Since its inception in 1984, this program has been associated with on-going reduction in offences likely to lead to crash outcomes. This is achieved through the analysis of high risk sites prepared and monitored by the Accident Research and Prevention staff.

Motorcycle Rider Training
The Motorcycle Rider Training Scheme continued its work in training applicants for a motorcycle licence, not only in the correct techniques for optimum bike riding, but also in the appropriate attitudes and behaviours necessary to ensure they remained safe riders. A total of 1342 students attended Level I courses this year, and 591 students completed Level II training.

Training was held at Dowsings Point, Hobart, Trevallyn, Launceston and Penguin on the north west coast. In addition, the Mobile Training Unit continued to service centres outside the permanent training sites, with regular stops at Huonville, Zeehan, Queenstown, Scottsdale, George Town, Deloraine and Smithton.

Crossing Guard Program
More than 2,500,000 children movements were guided across the road before and after school by the Department's 68 Crossing Guards who attend school crossings. The guards are the responsibility of the seven Road Safety Officers, who recruit, train and supervise their work.
Through efficiency gains achieved by a progressive review of the program, a new guard was appointed to Illawarra Primary School in Blackmans Bay.

3.1.2 VEHICLE INSPECTION AND ENFORCEMENT

OBJECTIVE:
To support other vehicle and driver regulatory functions of the Department by ensuring that all vehicles are registered, comply with technical and operational standards and are operated in a safe and lawful manner.

OVERVIEW:
The Vehicle Inspection and Enforcement Branch has several key functions:

- monitoring and having input to National guidelines for vehicle standards;
- carrying out vehicle inspections and enforcing the Traffic Act and Regulations;
- approval for homebuilt and modified vehicles;
- issuing permits for the cartage of overweight or overdimensional loads; and
- prosecuting offenders in breach of the Traffic Act and Regulations.

The Branch which was previously called the Vehicle Standards Branch, operated during the year relatively unaffected by the reorganisation which occurred throughout much of the rest of the Transport Client Services Division.

REPORT OF ACTIVITIES:

National Guidelines
The National Road Transport Commission (NRTC): The NRTC commenced operation in January 1992. One of its functions is to standardise the State regulatory functions for heavy vehicles. The Acting Manager, Vehicle Inspection and Enforcement has had considerable input into this process representing Tasmania's position. In the period ending 30 June 1992 approximately 20 position papers had been considered and commented upon.

Australian Design Rule System
Representatives of the Branch attended all meetings of Vehicle Standards Advisory Committee and the Australian Motor Vehicle Certification Board. These bodies formulate and implement respectively Australian Design Rules for motor vehicles. Attendance at these meetings gave insight into the background to new design rules. The Vehicle Inspection and Enforcement Branch was able to ensure Tasmanian input to National decisions and ensure all vehicles on the State's roads conformed to acceptable engineering standards. This included vehicles that are modified outside their Australian Design Rule compliance or had no such compliance.

Inspection and Enforcement
Vehicle Inspection Stations: The Department maintains Inspection Stations at Hobart (Mornington), Launceston, Devonport and Burnie. The following categories of inspections were carried out by Departmental Transport Inspectors at these stations:

- vehicles whose registration has lapsed;
- vehicles whose registration is being transferred from interstate;
- passenger carrying public vehicles (buses, taxis and hire and drive);
- goods carrying public vehicles when first licensed;
- clearing defect and discontinuance notices affixed to vehicles by police or transport inspectors; and
- inspecting vehicles involved in fatal, serious injury and selected other accidents.

During the year a total of 32,704 inspections were carried out at Vehicle Inspection Stations. This is an increase of 1,049 on the previous year. Burnie continues to be the only Vehicle Inspection Station to have modern "state of the art" testing equipment. Facilities at Devonport and Launceston Inspection Stations continued to be inadequate for many vehicles and all heavy vehicles wishing to use the facilities at Devonport must divert to Burnie.

Roadside Enforcement
The enforcement section is responsible for roadside inspections of vehicles. Roadside inspections are seen as an effective means of detecting defective or overloaded vehicles on the State's roads. During the year 35,121 vehicles were inspected and 4,239 defect and 629 discontinuance notices issued. In addition, officers of the Branch carried out 10,106 goods carrying vehicle weighings which resulted in 466 prosecutions. Total traffic infringements prosecuted were 469. Protection of the State's $3.6 billion road and bridge asset is essential for the long term viability of the transport industry. Uncontrolled overweight loads can drastically reduce the life of roads and bridges. Full statistics of inspection and enforcement activities are given in appendix X.

Homebuilt and Modified Vehicles
Officers of the Branch make up to four visits per vehicle to inspect and assist in the design and construction of homebuilt vehicles. These vehicles are usually projects carried out by members of car clubs and the standard is generally very high. At present no charge is made for inspections though the introduction of cost recovery criteria is currently being considered.

Permits
From time to time, very large and heavy loads are needed to be moved around the State by road. These activities were strictly controlled by the Department's permit system and also by the provision of Transport Inspectors driving escort vehicles for these loads. These escort duties were carried out by the Police in the past. The Department determines in each case whether the size of the load and roads over which it will be carried warrant a Departmental escort vehicle or a private escort. Departmental officers are authorised to stop traffic avoiding unsafe situations which arise during the transport of exceedingly long, wide or high loads. During the year officers of the Branch advocated Tasmania's case to the NRTC that it retain its status as a "mountainous region". This will allow the State to retain greater control of overdimensional loads on our narrow and winding roads than occurs in Mainland States. In addition to potential damage to roads, damage to overhead structures caused by unsupervised overheight loads costs the State an estimated $1m per annum. Enforcement of load dimensions and the issuing of permits aims to reduce this cost on the community.

Prosecution
The Prosecution Section is responsible for the prosecution of the owners of overloaded vehicles, vehicles carrying goods on which rail protection fees have not been paid and owners of vehicles which have breached the Traffic Regulations. This section had a 99.8% success ratio of convictions over prosecutions. On the spot traffic infringement notices continue to be used to streamline this process.

Other Activities
During the year Transport Inspectors continued to carry out enquiries on behalf of the Motor Registry and Driver Competency and Licensing Branches. These included calls on those who had failed to properly carry out and pay for transfers of registration, persons whose personal cheques were dishonoured and the collection of licences from drivers whose licences have been disqualified by the courts.

3.1.3 DRIVER COMPETENCY AND LICENSING

OBJECTIVES:
Driver Competency and Licensing establishes, develops, implements, and manages appropriate standards and rules for the licensing and regulation of drivers of motor vehicles operating in Tasmania in the context of National objectives.

OVERVIEW:
Driver competency and licensing separates from what was previously the Motor Registry those elements which relate directly to the licensing of drivers of vehicles and riders of motorbikes.

Responsibilities include :

- testing drivers and issuing driver licences;
- maintaining the register of driver licences;
- monitoring compliance with National standards for driver licensing;
- developing, implementing and managing a competency based driver licensing program; and
- developing and broadening the base of the organ donor register.

REPORT OF ACTIVITIES:

Driver and Rider Licensing
During the year 16,878 tests were conducted by testing officers resulting in 13,099 drivers licences being issued or re-issued.

On 30 June 1992 the following drivers' licences were on issue:

Learners	15,407
Provisional	10,100
Basic	271,858
Restricted	451

Photo Licences
The introduction of photo licences on 3 January 1992 for those licences expiring on or after 1 February 1992 has brought Tasmania into line with all other States and Territories in Australia. All Motor Registry offices and 34 Police Stations throughout the State were supplied with cameras to enable them to act as photo points.

With the issue of photo licences, drivers now have the option to renew licences for 1 year or for up to a 5 year period.

Disqualifications
During the year 7695 licensed drivers were disqualified from driving for the following offences:

Drink driving offences	4,924
Accumulation of demerit points	1,297
Other offences	1,474

Licences to Drive Public Passenger Vehicles
Every driver of a coach, cab or hire car must hold a passenger vehicle certificate. These are issued following a medical examination, tests on the regulations and character check. As at 30 June there were 4331 licensed passenger vehicle certificates on issue.

Motorcycle Rider Training
The Department conducts two levels of compulsory training for motorcycle riders. A Level 1 course must be completed before a learner's licence may be obtained while a Level 2 course is a pre-requisite for a provisional licence. Voluntary courses are also held for experienced riders and industrial safety courses for Pazminco EZ and Australia Post. 324 Level 1 courses were held for 1342 students and 143 Level 2 courses were held for 591 students. 1103 Level 1 students were passed to sit the learner's licence test and 502 Level 2 students were passed to do the provisional licence test. Student numbers decreased by 12 per cent.

Organ Donor Register
The organ donor register was established to record the names of people prepared in the event of premature death to donate their vital organs. Data is gathered at the time of licence renewal. The register is managed by the Motor Registry and by 30 June 1992, 95,421 persons were registered as potential donors.

National Register of Drivers
NRTC and Austroads are developing uniform standards for driver licensing throughout Australia. As a consequence of this a single register of drivers in Australia will be developed. The Manager, Driver Competency and Licensing has had input into these developments. As a first stage work has commenced on the development of a National Demerit Points Scheme.

3.1.4 MOTOR REGISTRY AND REVENUE COLLECTION

OBJECTIVE:
To plan for and administer all vehicle registration procedures, including the revenue collection process for all registration and licensing transactions incorporating a strong client focus.

OVERVIEW:
The Department maintains Motor Registries in Hobart, Launceston, Devonport and Burnie. Functions of Motor Registries include:

- implementing reforms in the context of emerging National vehicle registration guidelines;
- efficiently collect revenue and premiums on behalf of the commissioner of taxes and for the MAIB;
- maintain a Statewide vehicle register; and
- plan for improved information technology.

REPORT OF ACTIVITIES:

Vehicle Registration
During the year 14,676 motor vehicles were registered for the first time and 20,221 previously registered vehicles were added to the register including those imported from interstate. Allowing for lapsed registrations and cancellations the net increase in the number of vehicles registered was 24,974.

As at 30 June 1992 there were 374,577 current registrations:

Cars, station wagons	228,079
Utilities and vans	47,249
Trucks	20,636
Buses	2,022
Motor cycles	6,341
Other motor vehicles	8,470
Trailers, caravans etc.	61,780

Full details of vehicle registrations are given in Appendix V.

Vehicle Securities Register
The Motor Vehicles Securities Register was introduced in November 1984 to enable financiers, on payment of a fee of $10.00, to register their security interests in any vehicles registered in Tasmania.

The register may be checked free of charge by attending or telephoning any Motor Registry office. Certificates verifying details are available for $10.00. As at 30 June 52,744 vehicles were recorded on the register. During the year there were 42,637 requests for information from the register and 3,811 certificates were prepared.

National Vehicle Registration
Agreement is in place for Tasmania to participate in the development of a National Vehicle Register. Officers of the Department have been involved in preparation of specifications for the early stages of this register.

SUB-PROGRAM 3.2 PASSENGER AND FREIGHT PLANNING

OBJECTIVE:

Passenger and Freight Planning plans, monitors, reviews, integrates and regulates the supply of passenger and freight services to the Tasmanian community in response to present and emerging demands, State and National policy objectives and within available resources.

OVERVIEW:

Passenger and Freight Planning was created as a sub-program within Transport Client Services following a major Departmental reorganisation during the year. The Director was appointed in January 1992. The sub-program was formed from elements of the previous Motor Registry, Public Vehicles, Marine, Finance and Student Transport sections of the Transport Division of the Department.

3.2.1 PASSENGER TRANSPORT PLANNING

OBJECTIVE:

To provide policy and operational advice on public passenger transport issues, conduct public passenger transport service reviews and co-ordinate the inclusion of the Department's Community Service Obligations in the planning of public passenger transport services.

OVERVIEW:

The sub-program was created during the year from elements of what had previously been the Student Transport Unit and the Public Vehicles Section. Most importantly it brings together and places under one manager responsibility for co-ordinating and managing effectively and efficiently all aspects of passenger transport in Tasmania. The emphasis is on planning. The actual licensing of individual transport services is retained in the Freight Planning and Licensing sub-program.

Functions of the Branch include:

- conducting service reviews and implementing rationalisation of transport services for students;
- ensuring that relevant CSOs are addressed in the provision of passenger transport services; and
- providing policy and operational advice in support of public passenger transport integration.

REPORT OF ACTIVITIES:

Student Transport
The Passenger Transport Planning sub-program incorporates the route planning and review functions carried out by the former Student Transport Unit. Apart from those carried by Metro and commercial route service operations, an estimated 19,500 students are carried daily on dedicated services at an annual cost in excess of $13m.

While having a wider brief than the former Student Transport Unit, changes made to student transport arrangements and the conduct of the overall review of student transport took priority over other sub-program elements during the past year.

As part of its ongoing monitoring of contract school bus services, 273 individual route surveys were conducted and 19 area wide reviews initiated. Route adjustments and amendments resulted in a net full year reduction in contract service payments of some $230,000.

The year past was a very dynamic period with the Government announcing in early 1992 an interim suspension of school bus fares on dedicated contract services pending an overall review of student transport arrangements.

The review will examine the issue of fares and the related issues of industry restructuring and greater integration of student transport services among contract and route service operations including Metro.

Introduction of New Bus Services.
The following new bus services were introduced:

- Wynyard-Somerset - Somerset Baptist Christian School (school children, school days only);
- conveyance of school children to and from the Aboriginal Kindergarten in Moonah;
- Primrose Sands - Dodges ferry return (school children, school days only);
- Legana - Exeter Primary (school children school days only);
- Longreach - Bell Bay return (conveyance of sailors and friends); and
- Blackmans Bay - Kingston - Taroona - Fahan School (students only). Also conveyance of Scots Child Care Centre children Bathurst Street, Campbell Street, St Marys College, Lansdowne Crescent, Mt Stuart, Campbell St Child Care Centre.

The Department encourages coach operators to provide additional coach services throughout the State, particularly to remote and unserviced areas.

Database Development
A major strategy of the new sub-program has been the creation of a computerised database of passenger and route details. Design and specification of the database has been completed and basic data compiled. The database will become operational during the 1992-93 year using MapInfo software. This software links a computerised map of each individual bus route with a database containing details of that and other related routes. Maps can be viewed as Statewide or regional grids of routes or a particular route can be zoomed in upon for consideration. The database will be a key management and operational tool in the strategy of rationalising passenger transport in the State.

Public Interest
Passenger transport and in particular student transport continues to be an area of considerable public interest.

3.2.2 FREIGHT PLANNING AND LICENSING

OBJECTIVE:
To assess the need for freight services within Tasmania and manage the licensing and delivery of those services, having regard to both broader transport needs and regulatory restraints imposed under existing legislation.

OVERVIEW:
All vehicles engaged in the conveyance of goods or passengers for hire and reward in Tasmania are required to be licensed as public vehicles. Freight Planning and Licensing is responsible for the licensing and control of public vehicles and the maintenance of the rail protection system. This sub-program is more concerned with the operational side of public vehicle licensing at this time rather than taking a longer term planning perspective. As such the function is not restricted to freight licensing but also includes coach and omnibus licensing.

The sub-program works within the confines of the existing public vehicle licensing system under the Traffic Act and regulations while at the same time working to bring about change to the system in line with the Government's reforms for the transport industry.

Its functions include:

- establishing and administering a goods and passenger vehicle licensing system including the determination of commercial fares;
- ensuring that relevant CSO's are addressed in freight planning and licensing;
- reviewing and assessing freight carrier capacity on Bass Strait Shipping, together with freight support programs.
- auditing the rail protection scheme; and
- supporting the Public Vehicle Licensing Appeals Tribunal.

REPORT OF ACTIVITIES:

Operations
The year saw the restructuring of the previous Public Vehicle Licensing section into the Freight Planning and Licensing sub-program. This represents not only a reorganisation of functions but the emergence of a change in direction for freight and passenger service licensing in the State. Key strategies for the new sub-program include rationalising goods vehicle licensing, simplifying licensing procedures, integrating public vehicle licensing into the vehicle registration system and implementing regulation of taxis and hire cars. These initiatives are being developed jointly with officers of the Policy and Strategic Planning and are reported in more detail in that part of this report.

The sub-program processes all applications for new public vehicle licences and transfer or variation to existing licences. During the year there were 3,156 applications for public vehicle licences of which 69 were refused and 13 withdrawn; 32 warranted formal hearings or inquiries; 1,433 public vehicle licences were transferred during the year. Revenue collected from public vehicle licence fees amounted to $301,374. Licence fees have not been increased since 1965 except for the introduction of application fees in 1987. Detailed statistics of applications and licences on issue are given in appendix V.

During the year 106 offences for operating vehicles without public vehicle licences were detected and prosecutions laid against the alleged offenders. In addition 19 licence holders were charged with using a vehicle contrary to conditions of licence.

Cart Licences
Public vehicle licences can be broadly categorised into general cart and passenger and are renewed every three years. Licensing decisions by the Transport Commission are appealable through the Public Vehicle Licensing Appeals Tribunal functioning as a complementary body to the Commission. Permits are issued on a temporary basis to assist with unusual and one off circumstances.

Arising out of the National Road Transport Reform Agenda has been the notion that all sections of the transport task need to focus on competiteviness.

It is within the cart licensing area and in particular in the log truck area, where available licences exceed the transport task (i.e. oversupply). It is Government's intention within the reform process to simplify the licensing system in the interests of the operator and the consumer. Such outcomes are predicated on industry and community consultation developing negotiated reforms in reasonable timeframes.

Cartage of Water
Following consultation with those in the industry a system was developed in conjunction with the Health Department setting requirements for drinking water cartage linked to the cart licensing system. The system commenced in April 1992 and ensures an operator has suitable equipment and obtains water from a reputable source.

Star Rating for Buses
Through consultation with industry, agreement was reached on linking bus star rating to the licensing system to be effective from the triennial re-issue of licences after 1 July 1992. There are exceptions where licences are issued for special purposes, i.e.

- school owned buses;
- institution owned buses; and
- other non-commercial buses.

This should benefit both the operators and the public by knowing exactly what services can be provided under various star rated classifications. It will lead to a better standard of buses in the long term.

Livermore Report
In April 1991 John Livermore of the University of Tasmania was appointed by the Government to chair the Public Inquiry into the Modal Split of Bulk Traffic between Road and Rail in Tasmania. The report of that Inquiry was released in May 1992 and contained 12 recommendations.

In summary those conclusions were:

- assist TASRAIL to reduce its workforce;
- trial B-Doubles on the State roads;
- phase out rail protection fees by 1 July 1994;
- remove preferred commodities except in the case of dangerous goods;
- remove restrictions on the issue of cart licences for carrying bulk freight;
- liberalise cart licences for other categories of goods vehicles;
- maintain the current moratorium on the issue of cart licences for log trucks;
- remove the Public Vehicle Licensing Appeals Tribunal from the licensing appeal system;
- set up a task force to investigate the implementation of a contract system for owner drivers;
- examine buy back schemes to overcome an over-capacity in the heavy truck industry;
- set up a working party to review the Traffic Act; and
- carry out a heavy goods vehicle survey.

These recommendations are under consideration by Government.

Rail Protection Fees
Rail protection fees are levied on certain goods carried by road where suitable rail alternatives exist. Fees are collected for the following rail preferred goods:
- cement
- fertiliser
- logs
- timber
- coal
- acid
- lime products

During the year the Government announced the gradual removal of rail protection fees. This subject is covered in more detail on page 14. During the year $413,807 in rail protection fees was collected. This represents a 61%

increase on the figure for the previous twelve months brought about by an increase in coal and logs carried by road in preference to rail. Detailed statistics of rail protection fees are given in appendix V. There were 27 successful prosecutions for operating without the payment of rail protection permits.

Taxi Buy-Back Scheme
During the year there were no prescribed cab licences surrendered or re-issued. At the commencement of the scheme there were 236 prescribed licences and as at 30 June 1992 there were 218. There were 23 owner transfers during the year. Contributions come from owner transfer levies of $3,000 each and an annual levy of $10 on each prescribed licence holder.

3.2.3 CONTRACTS ADMINISTRATION, SUBSIDIES AND CONCESSIONS

OBJECTIVE:
To identify, define, assess and provide advice on the role of Community Service Obligations in the provision of transport services and to administer contracts, concessions, subsidies and the Transport Access Scheme.

OVERVIEW:
This Branch was formed during the year bringing together the previous position of Manager, Social Policy and aspects of Student Transport, and the administration of contracts and subsidies, previously spread across Transport Regulation and Finance. It brings together under one manager responsibility for co-ordinating, managing and monitoring all concession payments and transport subsidies paid directly or through CSO's in Tasmania.

Functions of the Branch include:

- provision of client-focussed operations and effective responses to client queries in the delivery of the Agency's transport concessions and subsidies;
- provision of policy and operational advice on access to transport services;
- reviewing and assessing the suitability of individual concessions and user eligibility criteria;
- reviewing contract documentation and administrative procedures; and
- establishing and maintaining relevant concessions and subsidies databases.

REPORT OF ACTIVITIES:

School Bus Fares
During the year student transport issues continued to be a major component of the sub-program. At the commencement of the year the system of school bus fares introduced during the previous year was still in place. This system involved fares being paid on all school buses as follows:

Contract school buses
- $3.00 per ten ride ticket to rural schools
- $6.00 per ten ride ticket to urban schools

Privately run buses:
- As above

Metro buses
- $6.00 per ten ride ticket

Concessions allowed free travel for third and subsequent children in one family. Additional procedures were in place to allow free transfer across different bus systems to ensure a weekly maximum fare was not exceeded. Free travel was also available for those children receiving or dependants of recipients of Health Care and Pensioner Health Cards.

Opposition from sections of the community to the payment of fares on contract school buses led to the incoming Liberal Government suspending fares on contract services effective February 1992 pending a review. Fares continued to be paid on Metro buses and on route service buses.

Industry Payments
Expenditure on student transport activities administered by the sub-program was as follows:

Contracts:	13,036,000
Metro Payments:	2,420,000
Operator Payments:	2,057,000
Conveyance allowance:	474,000
Administration:	848,000

Revenue from school bus fares totalled $334,426 during the year with additional revenue of $6,030 from the sale of duplicate bus passes. All revenue from the collection of fares was incorporated into consolidated revenue.

Transport Access Scheme
In November 1991 changes were made to the management and operation of the Transport Access Scheme by computerising administration of the scheme and the introduction of means testing for taxi subsidy eligibility. The changes were implemented following extensive consultation with groups representing people with disabilities and have ensured that the limited funds available to the scheme are directed to those people having disabilities with the greatest need. Payments through the Transport Access Scheme during the year amounted to $407,106.

King and Flinders Island Pensioner Airfare Subsidy
In recognition of the disadvantage experienced by isolation a 50% subsidy is paid on air fares for pensioners travelling to the Tasmanian mainland from the Bass Strait Islands. Expenditure on the concessions was $5,417.

Pensioner and Unemployed Persons Transport Concessions
Pensioners and unemployed people are able to travel on route service buses and trans Derwent and Mersey ferries at a concession fare set at 50% of the full adult rate. Operators offering these concessions receive a 35% subsidy for each person carried.

Expenditure during the year was $844,125 on bus concessions and $6,752 on ferry concessions.

SUB - PROGRAM 3.3 TRAFFIC ENGINEERING

OBJECTIVE:

To oversee the safe and efficient movement of all traffic, both vehicular and pedestrian, on the Tasmanian Road System.

OVERVIEW:

Traditionally located within Transport Tasmania, Traffic Engineering was aligned with the Traffic and Road Asset sub-program of Transport Infrastructure following the Project 2000 review of the Department. As at 30 June integration of the two areas had not been completed.

The role of Traffic Engineering changed during the year. In addition to its traditional responsibilities for:
- installing, modifying and maintaining traffic signals and associated equipment;
- maintaining a road accident research database and monitoring accident trends; and
- investigating and providing solutions for traffic management,

it assumed responsibility for overall co-ordination of road safety in mid 1991. Following the Project 2000 research, it was decided to have the Road User Safety and Service sub-program assume responsibility for general road safety policy. In April 1992, the Secretary investigated a review of organisational structure and responsibility of the best overall delivery of road safety policies.

REPORT OF ACTIVITIES:

Road Safety
Up until January 1992 the Branch was responsible for the Office of Road Safety. Overall safety responsibilities included:
- assessing all traffic related developmental proposals for their potential effects on safety, mobility and amenity;
- investigating and facilitating solutions to traffic problems reported by the general public, municipal authorities and other bodies;
- providing specialist advice on traffic engineering matters to road construction Agencies at both State and Local Government level; and
- designing and maintaining both school and community road safety education programs and promoting best road safety practices through the print and electronic media and community consultation and participation.

Road Safety Improvements
Despite a year of major organisational change affecting the traffic engineering and safety activities of the Department, the delivery of road safety improvements to the public continued successfully through 1991-92.

The Branch has been actively promoting the use of physical traffic control measures as a means of achieving a permanent solution to road safety problems over many years. The measures include Local Area Traffic Management (LATM) such as road humps, road narrowings, mini roundabouts and pedestrian refuges as well as more major roundabouts and pedestrian safety improvements to shopping precincts along arterial roads.

Staff have been involved in the development of an Australian Standard for signing LATM measures, the final document being produced in 1991. The provision of physical traffic control devices has now become well accepted by road authorities and the general public.

A major boost to the improvement of road safety in the State has been provided by the Federal Government funded Black Spot Program, which will have given nearly $12.6m for the three year period ending 1992/93.

During the year, the Branch completed designs for 80 year one projects as well as for a majority of the 123 year two projects.

Traffic Systems Installation and Maintenance
During the year over 1975 public and other Agency enquiries were investigated. This resulted in approval being given for 550 traffic control changes and improvements to be implemented. Seven hundred and ninety (790) field reinstatements were completed. Numerous designs of major traffic control measures were prepared and implemented Statewide. These included 15 roundabouts, 8 channelisation areas, plus 9 other physical control measures just in the north west and north of the State.

Traffic Signal Control Room
Direct to air, peak hour radio reports are provided daily Monday to Friday to 7ZR, HO-FM, TTT FM radio stations, informing motorists of adverse driving conditions (ice, fog, etc), collision sites, traffic holdups, road closures, signal changes or failures, even for wind conditions for sailboarding at Sandy Bay beach. The radio room co-ordinates signals as required for Emergency Services, Police and for parades and heavy vehicles, allowing unimpeded movement through the city.

Throughout the year school groups were shown through the control room and were given information on the workings and importance of computer controlled signals for the benefit of the community.

Safety Audit
This involved approval and performance monitoring of traffic management design, evaluation of all road users behaviour and road system performance. In addition it involved design of improvements and promotion of such improvements for implementation by road authorities.

Traffic Studies
An area traffic study of Devonport City was completed during the year with traffic management plans produced for the final three parts of the five part study. This is a major achievement in that the whole city now has a plan for the management of traffic throughout the commercial and extensive residential areas on both sides of the Mersey River. The reports have been displayed for public comment, accepted by Council and most of the recommended measures will be implemented over the next 12 months.

A Lauderdale Local Area Traffic Management Study was undertaken in conjunction with the Clarence City Council and completed in October 1991 to provide traffic management and safety related solutions for the Lauderdale area. Six traffic management projects were identified aimed at addressing speeding problems in sensitive residential/pedestrianised locations.

The City of Clarence accepted the findings of this study report. These included a roundabout to be installed at Balook Street/Bangalee Street intersection and channelised traffic island controls at Mannata Street/ Ringwood Road junction. Currently the Council is in the process of implementing the other study recommendations which include the provision of road humps on Bayview Road, Balook Street, North Terrace and South Terrace and the re-assignment of junction priority at Balook Street/Hadlow Road junction.

The Branch has also participated with Local Government in a number of other area studies, including Battery Point, east New Town and various smaller areas throughout the State.

Works completed by Traffic Engineering Hobart Workshop in 1991-1992 is as follows:

- Argyle / Melville Sts - Installed traffic lights - underway and expected to be completed July 92;
- Campbell / Warwick Sts- installed traffic lights - underway and expected to be completed July 92;
- Antill / Davey Sts - Left turn arrow - May 92;
- King / Sandy Bay Sts - upgrade of intersection - underway and expected to be completed July 92;
- Risdon / Brooker Hwy- Slit Risdon Rd approaches - Mar 92;
- Elizabeth / Collins / Macquarie Sts and Argyle / Collins Sts - City Bus Station - Nov 91;
- relocation of Hobart Workshop- Apr/May 92
- installation of printers and PC's associated with the introduction of photo licensing;
- installation of a LAN system in 1 Collins St, 10 Murray St, Metro Offices Springfield and the Minister's Office in the Marine Board building;
- involved in wiring the computer outlets at the new TT- Line Offices in the CML Building;
- maintenance of the Department's wide range of computer peripheral equipment and its Statewide network;
- Smith/Nelson Sts - Smithton - traffic signal installation;
- William/Valley Rds - Devonport - traffic signal installation;
- removal of traffic signals at William Street, Devonport and installing a roundabout - the first time such a replacement has occurred. The round-about will safely resolve the intersection right turn conflicts;
- installation of pedestrian operated signals via Elphin Rd at Lyttleton St - featuring kerb extensions and audio/tactile push button control;
- signal modificationTamar/Brisbane Sts, St John/ Brisbane Sts and George/Brisbane Sts in conjunction with "The Avenue" construction; and
- traffic signal co-ordination extention of the underground ducting to the east side of the Launceston city centre (Tamar St).

Hobart Workshop
The Traffic Engineering workshop moved into premises at the Metro workshop. Despite the disruption caused by the move, regular scheduled traffic signal maintenance had to proceed and a number of black spot improvements were made to traffic signals. Stage 1 of a major project, Control Surveillance of Tasman Bridge, was implemented.

A major training initiative for the electrical apprentices was the wiring of the new workshop. By the end of March, the workshop was fully operational. The first stage of the project required a fibre-optic communication cable between the Tasman Bridge and Collins Street. Cable conduits and pits had been installed over the first kilometre of the route during the Davey Street extensions in 1987 but the route from Davies Avenue to the bridge presented problems.

SUB - PROGRAM 3.4 MARINE

OBJECTIVE:

To ensure Tasmania's maritime transport requirements are adequately met.

OVERVIEW:

Responsibilities of the Branch included operation of the Bruny Island ferry, resolving issues relating to transport services to Bass Strait Islands, providing advice on maritime transport issues to the Minister and assisting in the replacement of the Abel Tasman.

REPORT OF ACTIVITIES:

Marine Issues

The General Manager Marine was responsible during the year for input on all matters involving marine policy. In addition he represented the Department on the Maritime Industry Advisory Council (MIAC) Marine Pollution Advisory Committee, the Australian National Maritime Association (ANMA) and the Marine and Ports Group(MPG) of the Australian Transport Advisory Council (ATAC). MIAC is of particular importance to Tasmania as it considers requests for exemptions in the event of industrial disputes affecting Bass Strait shipping services.

King Island

During the year negotiations were completed for a 10 year contract with the Australian National Line (ANL) which has resulted in King Island being serviced on a weekly basis at an annual cost of $200,000 instead of the $1m previously. In addition the General Manager ensured the new wharf on King Island was completed and put into service.

Bruny Island Ferry

The ferry service between Kettering, 25 km south of Hobart and Roberts Point on Bruny Island continued to be operated by the Department. In its first full year of operation the new purpose built ferry Mirambeena carried 108,211 vehicles, an increase of 4,087 on the previous year. Harry O'May was maintained as a standby vessel and operated for a total of 44 days when Mirambeena was off the run for repairs and during peak holiday periods.

Mirambeena was withdrawn from service from 9 June 1992 until early in the new financial year for a warranty slipping and for the installation of additional ballast tanks. The ballast tanks when filled will increase the draft when lightly loaded and improve handling in wind. They will also lessen vibration and noise on these occasions.

Fares were increased on 2 December 1991 and a range of new advance purchase fares introduced. Passengers continue to be carried free of charge though a charge of $2.00 for cycles was introduced.

An industrial dispute resulted in the non collection of fares for 10 days including most of the Christmas/New Year holiday period. The dispute resulted from concern by ferry crew over their future amidst rumours of impending privatisation or disposal of the ferry. As at 30 June 1992 the Department had made no arrangements for operation of the ferry other than by the Department.

Ferry staff continued to maintain details of vehicles carried. It is not clear what proportion of the increase in vehicles carried is due to the improved service provided by Mirambeena or due to extra visits to the Island resulting from media publicity. It is estimated that the dispute cost the Department approximately $50,000 in uncollected fares.

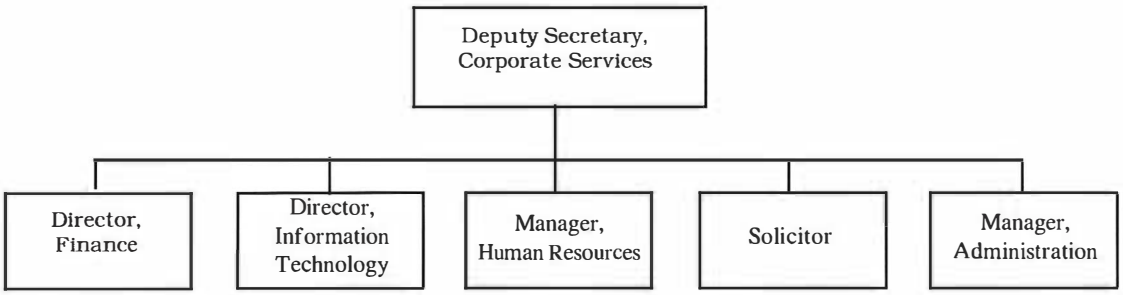
Detailed statistics of vehicles carried, together with the schedule of fares as at 30 June 1992, are given in appendices VII and VIII.

Mirambeena

PROGRAM 4
CORPORATE SERVICES

DEPUTY SECRETARY, CORPORATE SERVICES

Chris Wells



OBJECTIVE:

To provide a responsive administrative framework that provides direction and ensures ongoing support for the efficient and effective delivery of all programs and services in the achievement of the strategic goals of the Agency.

OVERVIEW:

The Program is responsible for providing corporate and support services to all areas of the Department. It was created in early 1992 and the position of Deputy Secretary filled in June 1992. The Division comprises five branches. As at 30 June the first four of these were fully operational with managers in place. The fifth, Administration, was still being created from the various elements previously existing in the Departments from which Roads and Transport was created.

SUB-PROGRAM 4.1 FINANCE

OBJECTIVE:

To ensure effective and efficient provision of financial and accounting support to all areas of the Department and to ensure that all financial obligations are met within prescribed allocations and are according to Treasury guidelines.

OVERVIEW:

The Finance sub-program comprises the former accounting functions of the Transport Infrastructure and Transport Client Services Divisions. As such it is responsible for all finance and accounting matters pertaining to the operation of those two Divisions, utilisation of Federal and State allocations for road construction and maintenance, the collection of driver and registration fees and payments to transport operators and individuals through the transport concession and school transport schemes. In addition the sub-program provides support for the accounting functions of TT-Line and the Metropolitan Transport Trust though Finance Managers for these organisations report to their respective General Managers. The sub-program manages the Department's global financial arrangements and provides management reports on a monthly, quarterly and annual basis to senior management and business centre managers within the Agency.

REPORT OF ACTIVITIES:

Accrual Accounting

Accrual accounting was introduced to all Divisions during the year. Accrual accounting and the establishment of asset registers (excluding roads) for the Department was a Finance Branch initiative. Introduction of these accounting practices means full disclosure can be made of all assets, including land and buildings, plant and machinery, furniture and fittings and computer hardware and software. In addition all expenditure is matched to income, including commitments.

Asset Registers

During the year asset registers were established for the Department. This included the State road network with valuation of the road network being undertaken by Transport Infrastructure engineers. Advice on accounting standards applicable to the revaluation was provided by the Finance Branch.

Consolidated Accounts

A new chart of accounts has been developed for use in the inner budget Divisions. It will be incorporated in the accounting structure of the new Financial Management Information System.

Financial Management Information System

The sub-program developed the system specification for a new Financial Management Information System (FMIS). The key objectives of the FMIS which is being developed are:

- to provide ease of correlation of outputs to the strategic objectives of the Department, thereby ensuring that the performance results of the business centres are reported correctly;
- to establish a uniform FMIS with a consistent and flexible chart of accounts, which can adapt to differing program budgets as the needs of Government change;
- to improve productivity, quality of information and customer service, and provide reduction in human effort and in human error; and
- to enable consolidation of monthly, quarterly and annual financial statements of the Department's Divisions.

SUB-PROGRAM 4.2 INFORMATION TECHNOLOGY

OBJECTIVE:

To practice efficient, effective information technology maximising its benefits to the whole Department, associated Agencies and external clients.

OVERVIEW:

The Information Technology (IT) sub-program was formed in the second half of 1992 by amalgamating information technology cost centres in Transport Infrastructure, Transport Client Services, TT-Line and Metro. While the Branch is responsible for providing a mainframe computing bureau and an extensive wide area network, including two mission critical online systems, increasingly IT products and services are provided as part of clients' programs and activities. A major responsibility of the Branch is to provide advice throughout the Department on all IT matters ensuring individual program's IT requirements are satisfied on a well co-ordinated basis. The Branch purchases, installs and maintains IT solutions (hardware and software) while ensuring ownership remains with the client.

REPORT OF ACTIVITIES:

Strategies

The following strategies have been developed to meet the objectives of the sub-program:

- adoption of a rolling, co-operative strategic planning process to enable priorities to be assigned at general management level;
- raising sub-program productivity through retraining and changes in cultural attitudes;
- use of so-called out-sourcing or other contracting arrangements, with suitable caveats to ensure knowledge of essential corporate processes and databases are preserved inside the Department;
- acquisition of packaged solutions to system needs, rather than one-off solutions involving in-house software engineering; and
- changing the method of allocating costs to better reflect usage of IT resources.

Achievements
During the year the Branch was responsible for upgrading mainframe computer equipment by replacing two older Prime machines (a P9955II and a P4050) with a single, larger, more modern computer (a P5370) with significantly lower maintenance and running costs. It established a 64 Kbit/sec link between 10 Murray Street and 1 Collins Street and converted word processing and spreadsheeting activities from relatively expensive mainframe computers to PC's. A development was the establishment of a centralised help desk facility to assist workstation and PC users.

Transport Infrastructure
The Branch assisted officers of the Transport Infrastructure Division by replacing a computer aided design (CAD) network of Apollo workstations with more modern Suns and installing fileservers and local area networks (LANs) in Northern and Southern Regional Offices. A continuation of the office automation program occurred with the acquisition of some 30 PCs and 10 laser printers for work processing, spreadsheeting and other related tasks.

Transport Client Services
The Motor Registry database was enhanced by:
- incorporating taxi concession scheme processing;
- processing photo licences; and
- addition of Mornington Inspectorate to the wide area network.

In addition a needs analysis of IT requirements was undertaken for the Contracts, Administration, Subsidies, and Concession sub-program and the accident research and prevention project. A major project involved the automation of the Student Transport Concession Scheme.

Corporate Services
The Branch continued with the maintenance of bureau based finance, costing and payroll systems and participated in the new FMIS project team.

Metro
Support provided to Metro included:
- development of an information management strategic plan;
- development of a bus advertising management system;
- specification and selection of an automation of bus scheduling and crew rostering system; and
- continuing maintenance of the payroll system.

TT-Line
The Branch assisted TT-Line with facilities management of the Ferrypars reservation and ticketing system for the Abel Tasman. It participated in the tender specification, system selection and implementation of project management of a replacement reservations management system, implementation of a PC based on-board crew management system (phases 1 & 2 of a three phase project) and implementation of a PC based holiday package accounting system.

SUB-PROGRAM 4.3 HUMAN RESOURCES

OBJECTIVE:
To ensure the Department's productivity and the achievement of its goals and objectives is enhanced by the careful, efficient and effective management of its human resources.

OVERVIEW:
The management of the Department's human assets is carried out jointly by line managers and by officers of the Human Resources sub-program. The sub-program is responsible for providing Department-wide support in the areas of Occupational Health and Safety, Equal Employment Opportunity, Industrial Relations and Payrolls and in providing personnel administration within the Department's programs.

This represents a significant integration of functions previously carried out separately within the old Departments. Certain Human Resources services continue to be provided to Metro on a consultancy basis, in particular Occupational Health and Safety.

REPORT OF ACTIVITIES:

Employee Data
As part of its administrative and consultancy service to line management the Branch maintained and monitored the human resource plan by way of advice on staff statistics. During the year administration of the Department's payroll function was transferred from Finance and integrated with Human Resources. This resulted in better management of all aspects of the human resources. In addition work was carried out in improving the level of data on employees in the Department. Specifications were developed for a Department-wide integrated personnel and payroll system to provide complete data and management information on the Department's human resources. A decision on the system to be implemented will be made early in the new year. This integration of personnel details across the Department will benefit both management and employees by providing greater flexibility in the use of the Department's entire pool of resources.

Total full time equivalent employees fell from 570.4 to 564.1 during the year. Detailed statistics of the Department's personnel establishment are given in appendix XIII.

Departmental Structure
The Branch's Staff Development Manager and Industrial Relations Manager worked with the Project 2000 team to investigate and report on major structural re-organisation of the Department. Resulting from that report and from additional initiatives following the appointment of the current Secretary a Departmental structure is closer to being implemented.

Award Restructuring
During the year most staff in the Branch either co-ordinated industrial issues, conducted staff briefings with external authorities, worked on consultative committees, or were involved with briefings and training to assist and involve line managers in implementing award restructuring. For instance, the process ensured managers addressed the Tasmanian Industrial Commission's decision incorporating the four model awards of professional, technical, operational and administrative/clerical and designed task descriptions associated with the awards.

To meet the Government's requirements the Department negotiated with unions on conditions of service and items such as:

- conversion of several awards to one Federal award. (It is intended that this one award will mirror the State model awards);
- removal of inequitable award provisions;
- increase in the spread of ordinary hours of work;
- increase in the number of days in the week that ordinary hours may be worked;
- job sharing; and
- issue of uniforms on a fair "wear and tear" basis.

These items are directed at ensuring that the Department has common and equitable conditions of employment and flexibility to deliver products and services to its clients.

Redundancy Program
Redundancy packages for 20 staff, leading to the abolition of 20 occupied positions, were processed from funds made available for the financial year. To achieve the best outcome for the Department, redundancies were granted to occupants of some essential positions followed by a transfer and the abolition of a subsequent position. The redundancy program was used as a strategic tool in the ongoing amalgamation of the Department.

Staff Development
The Branch developed two six month training and development programs for staff during the financial year. In keeping with the award restructuring requirements of providing opportunities for multi-skilling, staff were encouraged to adopt generalist rather than specialist roles and offered a wide range of training. For instance, as well as the traditional skills courses like effective writing and time/stress management, 30 managers attended program budgeting seminars. The Staff Development Manager developed and began delivering a CARE (Customer Awareness Rewards Everybody) program for around 40 client services staff, to provide an awareness on the need to focus on client servicing.

Three staff members were successful in applying to undertake scholarships in a Public Sector Management Development Certificate, and a Career Development Trainee Scheme was prepared for launching in the next financial year.

Occupational Health and Safety (OH&S)
With a new organisation structure to be developed, the makeup of the Safety and Health Committees was significantly altered. Committees received safety management training and were introduced to statistical tools and an absenteeism index, to objectively monitor organisational corporate health and safety performance. The Branch administered and researched operational procedures, introduced independent budgeting for OH & S and managed services, including eye sight testing, workers' compensation, rehabilitation and training in defensive driving and First Aid. A successful blood donation program for 60 staff was co-ordinated through Red Cross, as a corporate health initiative.

An eye injury prevention program introduced for Metro saw a significant decrease in the accident rate in this injury category. A back injury prevention seminar was held for Transport Client Services staff, and a slight decrease occurred in the Department's overall accident rate.

With planned accident prevention strategies and the strong marketing of health and safety issues in 1992-93, the challenge exists for all staff to see further improved corporate health and safety performance in the future.

Equal Employment Opportunity (EEO)
In view of structural changes in the Department, a three year plan was devised to largely continue and create stronger awareness of EEO in 1991-92, bring Divisions into the planning process in 1992-93, and have them provide input for the overall Agency plan for 1993-94.

During this year, consultation and participation with staff continued. Seminars were held for 60 staff and a further 50 staff were involved in consultation on the Agency EEO Plan. Some 50% of the goals set for the year to cater for target groups were achieved, with the remainder being rolled over into the 1992-93 year.

SUB-PROGRAM 4.4 LEGAL

OBJECTIVE:

To ensure the Department's objectives are achieved with due regard to existing State legislation and the need for new legislation.

OVERVIEW:

The legal sub-program has its origins in the Legal Branch of Transport Tasmania. Its responsibilities include providing legal advice on all policy matters, assisting in all prosecutions arising out of infringements to the Traffic Act or Regulations, carrying out conveyancing in regard to the Department's property sales and acquisitions and other legal matters such as following up outstanding debts. The sub-program handles the legal work of Metro and TT-Line.

REPORT OF ACTIVITIES:

All aspects of the Department's activities involve legal questions from time to time and hence, the Legal Branch plays an important role across the whole Department. There are very few areas of the law that were not encountered in some way during the course of the last 12 months.

Major activities for the year included two civil trials in the Supreme Court involving claims for damages by former employees and settlement of a third. Other litigation included representing the Registrar of Motor Vehicles in some 25 driver's licence appeals throughout the State and appearing for the Transport Commission at 12 appeals before the Public Vehicle Licensing Appeals Tribunal, also throughout the State.

In addition to the above, the Branch was involved in many non-litigious areas of activity. Important issues dealt with during the year included the contentious school bus program, the introduction of significant changes to the Road Safety (Alcohol and Drugs) Act and the proposed introduction of uniform National legislation dealing with the regulation of heavy vehicles. This latter proposal is an ongoing project which is expected to involve the Branch even more in the coming year.

TT-Line

A good deal of the Branch's time was taken up in providing a full range of legal and quasi legal services to TT-Line. Principal services provided during the year to TT-Line included:

- the successful completion of a major marine insurance claim on the Abel Tasman for rudder damage believed to have been sustained during the 1989 dry docking;
- assistance with the collection of outstanding debts, advice on workers' compensation claims, insurance and personnel matters; and
- the settlement of cargo damage claims and liaison with the vessel's Protection and Indemnity Club Solicitors in regard to common law claims made by crew members and passengers injured on board the Abel Tasman.

SUB-PROGRAM 4.5 ADMINISTRATION

OBJECTIVE:

To ensure a high level of productivity in the Department is achieved through the efficient administration of Departmental property and materials.

OVERVIEW:

In the absence of a Manager, Administration, administrative issues have continued to be handled on a program by program basis. This should change in the 1992-93 financial year. At present the program administration managers provide support services within their programs and are co-ordinated through Corporate Services. They are responsible for stationery and supplies, building maintenance and all administrative procedures.

REPORT OF ACTIVITIES:

Records Management

A review of the Agency's records management has been undertaken and it is proposed to devote resources to this important area of activity during the forthcoming year to improve client awareness and service delivery.

Property Services

An investigation of Departmental offices in the north of the State showed that there was very little administrative duplication and that the very different nature of many of the Department's functions did not warrant co-location. Nonetheless an opportunity was seen for the possible relocation of the Launceston Motor Registry and the Launceston Vehicle Inspection Station to vacant premises adjoining the Transport Infrastructure building in Wellington Street, Launceston. While the site offered potential for an improvement in services to the public, the proposal was still under review at the end of the year subject to assessment of Departmental functions in Launceston and the development of a suitable financial package to fund building works.

In Hobart the offering for sale of the Sun Street property adjacent to the 1 Collins Street building necessitated relocation of the Traffic Engineering workshops to a site at the Metro Interchange in Springfield. At 30 June work was still underway to make the most efficient use of available space in the Department's buildings at 1 Collins Street and 10 Murray Street. Some inefficiencies continue to arise from the Department being located in two buildings.

PROGRAM 5
SECRETARIAT

Manager, Secretariat - Penny Nicholls

OBJECTIVE:

To ensure effective and timely communication and transfer of policy advice and information to the Secretary and between the Department and the Minister's office.

OVERVIEW:

During the year a major change to the Department's administrative structure occurred with the Secretariat functions previously undertaken by the Director of Administration being assumed by a newly created position of Manager Secretariat. This development has allowed a more appropriate weighting to be given to Ministerial liaison and the provision of support to the Secretary.

Functions carried out by the Secretariat include co-ordination of responses to Ministerial correspondence, the preparation of briefing notes, preparation of answers to Parliamentary questions and overseeing all communication and transfer of policy advice to the Minister's office. In addition the Manager, Secretariat oversees the provision of policy advice and administrative support to the Secretary and carries out some public relations functions.

REPORT OF ACTIVITIES:

The position of Manager, Secretariat was filled in November 1991 and the new arrangements were put into place immediately. These have resulted in more effective communication with the Minister, particularly in terms of quality and timeliness of advice and information given, as a result of greater concentration on service delivery. Statistics indicate that 1986 Ministerial replies were processed during the year. This compares with 1438 the previous year. These figures exclude briefing notes. More detailed statistics will be available for next year's Annual Report.

FINANCIAL APPENDIX

AUDIT REPORT

Department of Roads and Transport.

Scope

In accordance with the provisions of the Financial Management and Audit Act 1990, I have audited the consolidated financial statements, notes and supplementary information for the year ended 30 June 1992. The Secretary of the Department of Roads and Transport, as Head of Agency, was responsible for the preparation and presentation of the consolidated statements and the information contained therein. I have conducted an independent audit of the consolidated financial statements in order to express an opinion on them to the Secretary.

The audit has been planned and performed in accordance with Australian Audit Standards to provide a reasonable level of assurance as to whether the consolidated financial statements are free of material mis-statement. My procedures included an examination, on a test basis, of evidence supporting the amounts and other disclosures in the consolidated financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as required by Section 40 of the Financial Management and Audit Act 1990, as to whether, in all material respects, the consolidated financial statements are presented fairly in accordance with Australian Accounting Concepts and Standards and applicable legislation so as to present a view which is consistent with my understanding of the financial transactions during the period and the financial position at the end of that period.

The audit opinion expressed in this report has been formed on the above basis.

Qualification

The Transport Infrastructure (Roads) Division included for the first time, in the financial statements for the year ended 30 June 1992, the values attributable to both roads and bridges. In adopting this approach the Division valued all roads, through a computer-based Pavement Management System and bridges, over which it had control in Tasmania at 30 June 1992, at a current (estimated) replacement cost of $3.6 billion.

Whilst my audit work included an examination of the methodology underlying the Pavement Management System and that for the valuation of bridges, the scope of my audit was limited by my inability to verify the estimated $3.6 billion value of Tasmanian roads and bridges under control of the Division or assess any depreciation which may have been applicable thereto.

With respect to the Transport Commission, in the preparation of the financial statements the Commission failed to comply with certain of the provisions of Sections 18 and 19A of the Transport Act 1981 in that it did not present the Trading Statement and Balance Sheet of the prescribed branch, General Operations nor the Balance Sheets of the prescribed branches, Bruny Island Ferry Service and Coastal Shipping Service, for my examination.

In relation to the Profit and Loss Statement of the Commission there ought to have been included as an item of expense, the $3 200 000 attributable to the 1991-92 Black Spot Program. This Commission transferred $373 658 as an appropriation from the loan redemption reserve to the provision for depreciation. The effect of this was to understate depreciation by $373 658.

Audit Department, T.G.I.O. Building, 144-148 Macquarie Street, Hobart, Tasmania 7000
Postal Address: GPO Box 851J, Hobart Tasmania 7001, Phone (002) 33 8011, Fax (002) 33 2957

The Commission has not disclosed the aggregate amount of transfers to and from reserves as required by AAS 1.

The Balance Sheet excluded fully depreciated assets, with an initial acquisition value of $1 463 508 being mainly computer assets held by the Transport Division.

Qualified Audit Opinion

In my opinion, subject to the effects on the financial statements of the matters referred to in the previous paragraphs, the financial statements of the former Department of Roads and Transport present fairly the financial transactions during the year ended 30 June 1992 and the financial position at that date, in accordance with Australian Accouanting Concepts and applicable Accounting Standards.

This opinion relates solely to the financial statements contained on pages 1 to 34.

A J McHugh
AUDITOR-GENERAL

HOBART

29 March 1993

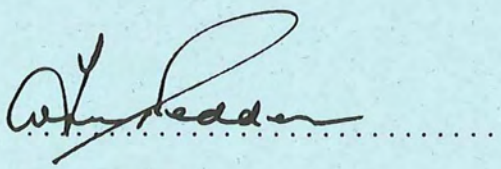
DEPARTMENT OF ROADS AND TRANSPORT

CONSOLIDATED STATEMENTS

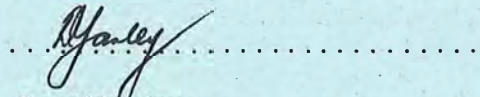
1991-92

The accompanying Financial Statements comprising Profit and Loss Statement, Balance Sheet and Statement of Cash Flows have been prepared in compliance with the provisions of the Financial Management and Audit Act 1990, Australian Corporations Legislation, Schedule 5, and Accounting Concepts and Australian Accounting Standard AAS 24, which provides for a Government Authority to prepare group accounts.

In our opinion, the accompanying Financial Statements exhibit a true and fair view of the Department's financial position as at 30 June 1992. Further we are not aware of any circumstances, which would render any particulars included in the Financial Statements to be misleading or inaccurate.



Tony Pedder
SECRETARY



Denzil Yaxley
DIRECTOR OF FINANCE

Date : 20 November 1992

DEPARTMENT OF ROADS AND TRANSPORT
PROFIT AND LOSS STATEMENT
FOR YEAR ENDED 30 JUNE 1992

	NOTE:	Roads 1992	Roads 1991	Transport 1992
OPERATING PROFIT/(LOSS):	8 & 9	**(51,375,743)**	(98,213,168)	**(37,050,993)**
INCOME TAX ATTRIBUTABLE TO OPERATING LOSS	11	**0**	0	**0**
OPERATING LOSS AFTER INCOME TAX		**(51,375,743)**	(98,213,168)	**(37,050,993)**
PROFIT/LOSS ON EXTRAORDINARY/ABNORMAL ITEMS	12 & 13	**1,007,325**	2,107,348	**90,723**
OPERATING LOSS AND EXTRAORDINARY ITEMS AFTER INCOME TAX		**(50,368,418)**	**(96,105,820)**	**(36,960,270)**
ACCUMULATED PROFITS AT BEGINNING OF THE FINANCIAL YEAR	26	**(3,059,988)**	(4,081,515)	**(11,105,289)**
APPROPRIATION FROM CONSOLIDATED REVENUE		**91,272,554**	97,127,347	**40,002,073**
TRANSFER FROM RESERVES		**0**	0	**373,658**
TOTAL AVAILABLE FOR APPROPRIATION		**37,844,148**	(3,059,988)	**(7,689,828)**
DIVIDENDS PROVIDED FOR OR PAID		**0**	0	**0**
AGGREGATE OF AMOUNTS TRANSFERRED TO RESERVES		**0**	0	**4,080,889**
PRIOR YEARS ADJUSTMENST		**0**	0	**40,603,949**
CHANGES IN ACCOUNTING POLICY		**0**	0	**0**
OTHER APPROPRIATIONS		**0**	0	**0**
ACCUMULATED PROFITS/(LOSSES) AT END OF THE FINANCIAL YEAR		**37,844,148**	(3,059,988)	**(52,374,666)**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**CONSOLIDATED 1992**	1991
(35,691,060)	**(13,027,574)**	(13,582,489)	**(1,744,855)**	1,991,229	**(102,805,163)**	(101,767,433)
0	**0**	0	**(475,154)**	722,142	**(475,154)**	722,142
(35,691,060)	**(13,027,574)**	(13,582,489)	**(1,269,701)**	1,269,087	**(102,330,009)**	(102,489,575)
2,244,003	**0**	0	**(505,787)**	1,028,565	**592,261**	(3,684,060)
(33,447,057)	**(13,027,574)**	**(13,582,489)**	**(1,775,488)**	**2,297,652**	**(101,737,748)**	(106,173,635)
(8,185,590)	**(999,979)**	203,671	**8,018,997**	8,808,345	**(7,146,259)**	11,953,225
35,982,284	**17,128,000**	17,250,000	**0**	0	**148,402,627**	(8,185,590)
0	**0**	0	**0**	0	**373,658**	352,310
(5,650,363)	**3,100,447**	3,871,182	**6,243,509**	11,105,997	**39,892,278**	(102,053,690)
0	**0**	0	**0**	287,000	**0**	287,000
3,006,980	**3,967,725**	3,097,568	**0**	0	**8,048,614**	0
2,447,946	**0**	0	**0**	0	**40,603,949**	(1,182,149)
0	**0**	1,773,593	**0**	0	**0**	68,642
0	**0**	0	**0**	2,800,000	**0**	(2,800,000)
(11,105,289)	**(867,278)**	(999,979)	**6,243,509**	8,018,997	**(8,760,285)**	(98,427,183)

DEPARTMENT OF ROADS AND TRANSPORT
BALANCE SHEET AS AT
30 JUNE 1992

	NOTE:	Roads 1992	Roads 1991	Transport 1992
CURRENT ASSETS				
CASH		**1,790,107**	250,000	**1,863,319**
RECEIVABLES	15	**536,779**	421,414	**962,871**
INVESTMENTS	16	**0**	0	**6,816,732**
INVENTORIES	17	**18,095**	12,507	**93,671**
OTHER	18	**66,805**	0	**0**
TOTAL CURRENT ASSETS		**2,411,786**	683,921	**9,736,593**
NON-CURRENT ASSETS				
RECEIVABLES	15	**91,265**	0	**0**
INVESTMENTS	16	**0**	0	**0**
INVENTORIES	17	**0**	0	**375,734**
PROPERTY, PLANT AND EQUIPTMENT	19	**9,159,879**	2,957,888	**23,456,096**
ROAD ASSET INFRASTRUCTURE	19	**3,594,786,017**	0	**0**
PREPAID OPERATING LEASES		**0**	0	**0**
FUTURE INCOME TAX BENEFITS	11	**0**	0	**0**
DEFERRED LOSS ON FOREIGN CURRENCY		**0**	0	**0**
OTHER	20	**0**	104,275	**71,700**
TOTAL NON-CURRENT ASSETS		**3,604,037,161**	3,062,163	**23,903,530**
TOTAL ASSETS		**3,606,448,947**	3,746,084	**33,640,123**
CURRENT LIABILITIES				
CREDITORS & BORROWINGS	21	**1,732,277**	1,220,417	**8,421,655**
PROVISIONS	22	**2,034,836**	2,078,676	**2,913,279**
RESERVATIONS RECEIVED IN ADVANCE		**0**	0	**0**
BLACK SPOTS GRANTS		**0**	0	**3,447,813**
OTHER	23	**279,159**	341,138	**5,000**
TOTAL CURRENT LIABILITIES		**4,046,272**	3,640,231	**14,787,747**
NON-CURRENT LIABILITIES				
CREDITORS & BORROWINGS	21	**250,000**	3,849,376	**8,693,319**
PROVISIONS	22	**0**	0	**44,468,672**
HEDGING LOSS PAYABLE		**0**	0	**0**
OTHER	24	**0**	58,379	**0**
TOTAL NON-CURRENT LIABILITIES		**250,000**	3,907,755	**53,161,991**
TOTAL LIABILITIES		**4,296,272**	7,547,986	**67,949,738**
NET ASSETS		**3,602,152,675**	(3,801,902)	**(34,309,615)**
EQUITY				
GRANTS	27	**0**	0	**4,280,000**
COMMONWEALTH CONTRIBUTION TO NATIONAL DEBT COMMISSION		**0**	0	**0**
RESERVES	25	**0**	0	**2,939,868**
ASSET REVALUATION RESERVE	28	**3,564,308,527**	(741,914)	**10,845,183**
RETAINED PROFIT/(ACCUMULATED DEFICIT)	26	**37,844,148**	(3,059,988)	**(52,374,666)**
TOTAL EQUITY		**3,602,152,675**	(3,801,902)	**(34,309,615)**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**CONSOLIDATED 1992**	1991
369,444	**1,961,457**	1,116,787	**53,300**	53,100	**5,668,183**	1,170,687
865,574	**392,593**	500,957	**1,986,735**	2,459,966	**3,484,976**	3,762,227
4,518,420	**9,642,969**	3,735,957	**8,100,000**	18,050,000	**24,559,701**	26,688,791
81,123	**782,959**	682,080	**561,943**	616,199	**1,456,668**	1,391,909
0	**0**	0	**921,102**	620,013	**987,907**	465,165
5,834,561	**12,779,978**	6,035,781	**11,623,080**	21,799,278	**36,157,435**	33,478,779
0	**0**	0	**0**	0	**91,265**	0
0	**20,767,154**	23,329,064	**8,426,866**	6,402,497	**29,194,020**	29,489,530
563,477	**0**	0	**0**	0	**375,734**	0
23,600,611	**27,503,156**	27,071,411	**40,712,374**	22,893,541	**100,831,505**	77,089,503
0	**0**	0	**0**	0	**3,594,786,017**	0
0	**0**	0	**1,482,319**	520,715	**1,482,319**	520,715
0	**0**	0	**1,892,138**	1,288,547	**1,892,138**	1,288,547
0	**0**	0	**0**	14,134,696	**0**	14,134,696
80,800	**0**	0	**0**	0	**71,700**	254,371
24,244,888	**48,270,310**	50,400,475	**52,513,697**	45,239,996	**3,728,724,698**	122,777,362
30,079,449	**61,050,288**	56,436,256	**64,136,777**	67,039,274	**3,764,882,133**	156,256,141
7,476,361	**4,329,702**	3,339,159	**4,119,619**	13,807,216	**18,603,253**	22,405,887
2,707,386	**2,552,205**	2,344,594	**3,793,963**	3,730,772	**11,294,283**	11,115,428
0	**0**	0	**1,632,137**	1,454,764	**1,632,137**	1,454,764
2,664,526	**0**	0	**0**	0		
5,000	**0**	0	**804,713**	0	**1,088,872**	360,660
12,853,273	**6,881,907**	5,683,753	**10,350,432**	18,992,752	**32,618,545**	35,336,739
9,768,342	**7,570,976**	9,942,724	**0**	0	**16,514,295**	26,281,994
254,000	**27,715,052**	24,086,252	**0**	0	**72,183,724**	24,086,252
0	**0**	0	**0**	13,300,345	**0**	13,300,345
0	**238,502**	302,488	**855,617**	727,180	**1,094,119**	1,088,047
10,022,342	**35,524,530**	34,331,464	**855,617**	14,027,525	**89,792,138**	64,756,638
22,875,615	**42,406,437**	40,015,217	**11,206,049**	33,020,277	**122,410,683**	100,093,377
7,203,834	**18,643,851**	16,421,039	**52,930,728**	34,018,997	**3,639,417,639**	53,841,968
					0	0
4,200,000	**15,826,268**	13,746,268	**26,000,000**	26,000,000	**46,106,268**	46,610,794
0	**176,344**	166,233	**0**	0	**176,344**	363,980
2,887,444	**3,508,517**	3,508,517	**0**	0	**6,448,385**	5,074,877
11,221,679	**0**	0	**20,687,219**	0	**3,595,840,929**	11,221,679
(11,105,289)	**(867,278)**	(999,979)	**6,243,509**	8,018,997	**(9,548,289)**	2,873,386
7,203,834	**18,643,851**	16,421,039	**52,930,728**	34,018,997	**3,639,417,639**	53,841,968

DEPARTMENT OF ROADS AND TRANSPORT
STATEMENT OF CASH FLOWS
FOR YEAR ENDED 30 JUNE 1992

	NOTE:	Roads 1992	Transport 1992
CASH FLOWS FROM OPERATING ACTIVITIES			
INFLOWS:			
CONSOLIDATED FUND APPROPRIATION		91,272,554	38,298,073
MISCELLANEOUS RECEIPTS FROM CUSTOMERS		878,484	2,833,760
CHANGES IN GOVERNMENT POLICY (STUDENT TRAVEL)		0	0
OTHER		0	10,048,234
TOTAL INFLOWS BY OPERATING ACTIVITIES		92,151,038	51,180,067
OUTFLOWS:			
PAYMENTS TO SUPPLIERS AND EMPLOYEES		(51,042,479)	(43,391,019)
OTHER		0	0
TOTAL OUTFLOWS BY OPERATING ACTIVITIES		(51,042,479)	(43,391,019)
NET CASH FLOWS FROM OPERATING ACTIVITIES		41,108,559	7,789,048
CASH FLOWS FROM INVESTING ACTIVITIES			
INFLOWS:			
INTEREST ON SECURITIES		0	0
CAPITAL GAIN SALE OF SECURITIES		0	0
PROCEEDS FROM SALE AND MATURITY OF SECURITIES		0	0
PROCEEDS ON SALE FIXED ASSETS		0	0
TOTAL INFLOWS FROM INVESTING ACTIVITIES		0	0
OUTFLOWS:			
PAYMENTS FOR NEW ROAD CONSTRUCTION		(35,969,076)	0
PAYMENTS FOR PROPERTY, PLANT AND EQUIPTMENT		348,698	(1,973,183)
PROCEEDS FROM SALE OF NON-CURRENT ASSETS		(49,500)	0
PURCHASE OF SECURITIES		0	0
MISCELLANEOUS TRANSFER		(453,158)	0
OTHER		0	(32,095)
TOTAL OUTFLOWS FROM INVESTING ACTIVITIES		(36,123,036)	(2,005,278)
NET CASH FLOWS FROM INVESTING ACTIVITIES		(36,123,036)	(2,005,278)

Metro 1992	TT-line 1992	Total 1992
17,128,000	0	146,698,627
8,767,155	38,395,213	50,874,612
2,529,148	0	2,529,148
0	0	10,048,234
28,424,303	38,395,213	210,150,621
(26,490,446)	(37,908,226)	(158,832,170)
0	(324,401)	(324,401)
(26,490,446)	(38,232,627)	(159,156,571)
1,933,857	162,586	50,994,050
3,480,943	1,535,580	5,016,523
486,782	0	486,782
4,711,640	0	4,711,640
337,917	99,722	437,639
9,017,282	1,635,302	10,652,584
0	0	(35,969,076)
(2,799,031)	(651,129)	(5,074,645)
0	0	(49,500)
(7,894,859)	0	(7,894,859)
0	0	(453,158)
0	(441,967)	(474,062)
(10,693,890)	(1,093,096)	(49,915,300)
(1,676,608)	542,206	(39,262,716)

DEPARTMENT OF ROADS AND TRANSPORT
STATEMENT OF CASH FLOWS
FOR YEAR ENDED 30 JUNE 1992

	NOTE:	Roads 1992	Transport 1992
CASH FLOWS FROM FINANCING ACTIVITIES			
INFLOWS:			
LOANS & GRANTSRECEIVED		0	1,460,000
REDEMPTION OF INVESTMENTS		0	0
COMMONWEALTH GOVERNMENT GRANTS		0	0
TOTAL INFLOWS FROM FINANCING ACTIVITIES		0	1,460,000
OUTFLOWS:			
PAYMENTS TO SINKING FUND		0	(678,312)
INTEREST PAID		0	(996,560)
INTEREST PAID		0	0
STATUTORY DIVIDEND PAID		0	0
PREMIUM ON DEBT REPAYMENT		0	0
REPAYMENT OF BORROWINGS		0	(2,455,023)
RETIREMENT OF PRIVATE LOANS		0	0
RETIREMENT OF TREASURY LOANS		0	0
TOTAL OUTFLOWS FROM FINANCING ACTIVITIES		0	(4,129,895)
NET CASH FLOWS FROM FINANCING ACTIVITIES		0	(2,669,895)
NET INCREASE/(DECREASE) IN CASH HELD		4,985,523	3,113,875
CASH AT THE BEGINNING OF THE FINANCIAL YEAR		(3,775,538)	4,669,444
CASH HELD AT THE END OF THE FINANCIAL YEAR		1,209,985	7,783,319

Metro 1992	TT-line 1992	Total 1992
0	0	1,460,000
0	8,000,000	8,000,000
2,080,000	0	2,080,000
2,080,000	8,000,000	11,540,000
0	0	(678,312)
0	0	(996,560)
0	(347,730)	(347,730)
0	(287,000)	(287,000)
0	(406,932)	(406,932)
0	(10,118,837)	(12,573,860)
(1,300,000)	0	(1,300,000)
(30,696)	0	(30,696)
(1,330,696)	(11,160,499)	(16,621,090)
749,304	(3,160,499)	(5,081,090)
1,006,553	(2,455,707)	6,650,244
3,171,668	2,027,071	6,092,645
4,178,221	(428,636)	12,742,889

DEPARTMENT OF ROADS AND TRANSPORT

CONSOLIDATED FINANCIAL STATEMENTS
NOTES TO AND FORMING PART OF THE ACCOUNTS
FOR THE YEAR ENDED 30 JUNE 1992

1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

The significant policies which have been adopted in the preparation of these financial statements are:

(a) Basis of Preparation

The accounts of the Department have been drawn up in accordance with the accounting concepts, standards and disclosure requirements of the Australian accounting bodies and applicable Accounting Standards.

The relevant Acts are -

- The Transport Act 1981,
- The Metropolitan Transport Act 1954,
- The Roads and Jetties Act 1935,
- The Financial Management and Audit Act 1990, and
- The State Authorities Financial Management Act 1990.

1.1 Statutory Requirements

TT-Line was established as an Authority in accordance with Section 19A of the Transport Act, 1981. Metro was established as an authority in accordance with the Metropolitan Transport Act 1954. It is intended that the financial management of TT-Line and Metro will be governed solely by the State Authorities Financial Management Act 1990 (SAFMA). At the time of preparation of the financial statements for the year ended 30 June 1991, the Transport Act and Metropolitan Transport Act still provided legislative authority for certain matters relating to the financial management of TT-Line and Metro. These Authorities have been removed by amendments to these Acts contained within the State Authorities Financial Management (Consequential Amendments) Bill 1991.

The financial statements for the year ended 30 June 1992 have therefore been prepared in accordance with the requirements of the SAFMA and the amendments to the Transport Act and the Metropolitan Transport Act contained within the State Authorities Financial Management (Consequential Amendments) Bill 1991.

The consolidated accounts have been prepared in compliance with Australian Accounting Standard AAS24, which provide for a Government authority to prepare group accounts.

Changes in Accounting Policy

Accrual accounting was introduced in the Roads Division and the "single line" appropriation Branches of the Transport Division in 1990-91. This was a major initiative of the Department. All State Road Authorities have adopted a National policy on comprehensive commercial accounting. All assets including the State road network, which was valued during 1991-92, are disclosed in the balance sheet.

Liability for long service and annual leave is made through the income and expenditure account.

1.2 Comparisons

The financial statements for the Roads and Transport Divisions have been prepared on an accrual basis. Comparative figures have been provided with the exception of the cash flow statement.

2. Valuation Policy

2.1 Land and Buildings

The value of the land and buildings owned by the Roads Division is shown at current market value as valued by the Valuer-General.

Land and buildings acquired for roadworks have been capitalised in accordance with AAS9 and reflected in the balance sheet as a non-current asset. Subsequent acquisitions will be included at cost.

2.2 Computer Hardware and Software

Valuation of these assets are based on current market value with a minimum value of $1,000.

2.3 Leased Assets

Assets acquired under a finance lease are included in computer assets in the balance sheet.

2.4 Marine Assets

The "Abel Tasman" was revalued at 30 June 1992, based on advice from brokers on current market value. All equipment within the class, including the Bollnas Tractors, was revalued on a consistent basis.

2.5 Asset Revaluation Reserve

All fixed assets acquired prior to 1 July 1990 have been brought to account at valuation. Under this method, no recognition has been given to the historical cost or subsequent revaluation increments in assets. It follows that no asset revaluation reserve exists for these assets.

2.6 Asset Management Policy

Asset registers have been established in respect of the following major asset categories -

- Land and buildings in service,
- Land and buildings acquired for future roadworks,
- Plant and machinery,
- Furniture and fittings,
- Computer hardware and software, and
- Inventory.

2.7 Assets Brought to Account

During 1991-92 the State road network was valued.

The method adopted to value Roads Infrastructure is based on replacement value written down to reflect present condition where this is not 'as new'. This is consistent with the Exposure Draft ED55 "Financial Reporting by Government Departments", which recommends that infrastructure be regularly revalued to their written down current cost.

Road replacement cost is based on a general unit rate per square metre of pavement. This rate is then adjusted to reflect the nature of individual road segments. The adjustments are based on :

Terrain	Reflecting construction difficulty and associated cost
Shoulder Width	As a measure of road standard
Width	As a measure of level of service
Carriageway Type	Dual carriageways tend to be located in urban areas

The road replacement cost gives the cost to provide a new road of the existing standard.

As a stock of roads vary in age and condition, provision is made to depreciate the replacement value, based on pavement condition. This was achieved using the financial optimisation section of the Pavement Management System (PMS).

In essence this system looks for the cheapest way to achieve defined condition outcomes. For this exercise the defined condition outcome is to take the road network from the present condition, to near perfect in one year. The cost of undertaking this is used as the accumulated depreciation from the replacement cost.

The PMS model used to determine the depreciation is evolving and will continue to do so over the next few years. Changes to the valuation resulting from changes in the model will be identified.

Total land holding for the road network has been determined aas the asset controlled by Transport Infrastructure. For this purpose the distance between fences is considered to be the asset. The land area has been calculated using the average width between fences and the road length. Where the actual boundary differs from the fence line, this has been ignored.

Land holdings have been broken down by municipality and adjacent land use type. The three classes of land use are Commercial & Industrial, Residential and Rural as recorded in the Road Inventory. The Valuer-General supplied average land values per square metre for each municipality and land use type.

Bridge valuations have been based on replacement values calculated from base unit rates for different bridge types. No provision has been made for upgrading to current geometric or hydraulic standards. Anticipated lives have been assumed for different classes of structure, ie :

Class of Structure	Anticipated Life (Years)
Steel, Concrete	70
Timber	25
T-Beam	50
Historic	250
Major Structures	100

The major structures are the Tasman, Bowen, Batman and Paterson Bridges, which are expected to have a longer life.

Reduced lives have been adopted, where structures are temporary or in poor condition.

To reflect the greater deterioration toward the end of a bridge's life, bridge values have been depreciated parabolically, ie :

Present Value = Replacement Cost * $(1 - (age/life)^2)$

Major works in progress refers to sections of new road under construction, but not in use by the public. This excludes roads that re being upgraded on an existing route as the traffic gets an incremental benefit as the work is undertaken.

2.8 Interest on Loans and Advances

In 1991-92 the Transport Commission revised its policy for charging interest on capital withdrawn from the Sinking Fund. Interest is now charged on the balance of funds unpaid, whereas previously the basis was to apply the charge against total funds initially withdrawn until there had been complete repayment to the Fund.

(b) Principles of Consolidation

The consolidated accounts comprise the accounts of the Divisions of Roads, Metro, Transport and TT-Line.

All inter-divisional balances and transactions have been eliminated.

(c) Transactions

1. **Purchase Contract**

A contract to purchase a replacement vessel for the "Abel Tasman" and take delivery between June and September 1993 has been made. Any gain or loss arising from the movement in foreign exchange rates between the date the contract was entered into and the date the contract is settled will be assessable or deductible for the purposes of taxation equivalent charge in the year the contract is settled.

The purchase will not be formally recognised until title passes, which will be on delivery of the ship.

2. **Foreign Exchange Dealings**

2.1 Foreign Exchange Contracts

Any differences between the exchange rate ruling on the day when the contracts are exercised and the contract rate will cause a gain or loss. Such a gain or loss will be brought to account for taxation purposes at the time it is realised.

As the current contracts will not be exercised until the 1993 financial year, there will be no gain or loss recognised for tax purposes until that time.

2.2 Unexpired Foreign Exchange Options

These options will only have a taxation impact when they expire, are sold or are exercised.

2.3 Foreign Exchange Option Expired/Sold

An Atlantic option was closed out and now forms part of the Forward Contract. The conversion of this option to a Forward Contract resulted in a nett reduction of the forward commitment.

2.4 Funds on Deposit

2.4.1 The funds on deposit have been disclosed in the balance sheet. The value attributable to the deposit balance has been calculated at the year end spot rate. The differences between the amount originally deposited (AUD) and the converted balance at year end has been treated as an unrealised gain/loss and has been treated as deferred in the balance sheet.

The deposit has been treated as non-current.

2.4.2 Interest on Deposit Funds

The interest accrued on the deposit has been calculated on the spot rate at year end.

Foreign currency transactions are translated to Australian currency at the rates of exchange ruling at the dates of the transactions. Interest on deposited funds at balance date has been calculated.

(d) Taxation

Income Tax

Taxation equivalents have been applied in respect of TT-Line only. The liability method of tax effect accounting has been adopted.

Income tax expense is calculated on operating profit adjusted for permanent differences between taxable and accounting income. The tax effect of timing differences, which arise from items being brought to account in different periods for income tax and accounting purposes, is carried forward in the balance sheet as a future income tax benefit or a deferred tax liability.

The Statement of Taxation Equivalence has been prepared in accordance with our understanding of the provisions of the State Authorities Financial Management Act 1990. The implementation of these provisions involves the assessment of a number of complex issues. In order to complete these financial statements, and in the absence of definitive direction, it has been necessary for certain assumptions to be made in respect of these issues.

Metro is assessable under Part 5 of the State Authorities Financial Management Act 1990 for payment of a taxation equivalent. There was no liability for taxation equivalent in 1991-92.

(e) Investments

Divisions

1. Transport

Under Section 17 of the Transport Act 1981 the Transport Commission must invest any funds it sets aside for depreciation with the State Sinking Fund Commissioners. Interest earned on Depreciation Fund investments has been brought to account as income for the Bruny Island Ferry Service. All other interest earned by the Fund has been credited to the profit and loss statement and transferred to the asset replacement reserve to enable the Division to meet major capital expenditure.

Surplus working funds are invested with "Tascorp" and the revenue is reflected in the financial statements.

2. Metro

2.1 Superannuation

Funds are invested as authorised by the Trustees Act 1898 and valued at cost.

2.2 Investments Purchased at a Discount

Investments bought at a discount are valued at consideration value. The discount is brought to account over each investment's remaining life using the yield method and is included in interest income.

2.3 Deposit with Sinking Fund Commissioners

Section 38(2) of the Metropolitan Transport Act 1954 requires that a sum equal to the annual depreciation provision is paid to the State Sinking Fund Commissioners. These funds are provided for capital works, replacement of buses and other assets and redemption of loans raised by the Trust.

3. TT-Line

All surplus funds are invested with the Tasmanian Public Finance Corporation.

(f) Inventories

Inventories are valued at the lower of cost and net realisable value, except for reconditioned stock, which is valued at the lower of historical cost or net realisable value.

(g) Property, Plant and Equipment

1. Acquisition

Items of property, plant and equipment are recorded at cost and disclosed in the financial statements at the cost of acquisition less depreciation.

2. Disposal of Assets

The gain or loss on disposal of assets is calculated as the difference between the carrying amount of the asset at the time of disposal and the proceeds on disposal, and is included in the result in the year of disposal.

Any realised revaluation increment relating to the disposed asset standing in the asset revaluation reserve at the time of disposal is transferred to the capital profits reserve.

3. Depreciation and Amortisation of Property, Plant and Equipment

Items of property, plant and equipment, including buildings but excluding freehold land, are depreciated/amortised over their expected useful lives. The straight line method is used except in the case of TT-Line, where from 1987-88, depreciation has been provided at an accelerated rate over the remaining life of the depreciable assets.

4. Leased Plant and Equipment

Leases of plant and equipment under which the company assumes substantially all the risks and benefits of ownership are classified as finance leases. Other leases are classified as operating leases.

Finance leases are capitalised: a lease asset and a liability equal to the present value of the minimum lease payments are recorded at the inception of the lease. Contingent rentals are written off as an expense of the accounting period in which they are incurred. Capitalised lease assets are amortised on a straight line basis over the term of the relevant lease, or where it is likely the group will obtain ownership of the asset, the life of the asset. Lease liabilities are reduced by repayments of principal. The interest components of the lease payments are charged to the profit and loss account.

Payments made under operating leases are charged against profits in equal instalments over the accounting periods covered by the lease term.

4.1 TT-Line

Contractual liabilities in regard to lease/rental agreements are included in determining the operating result for the year.

4.2 Transport

Fixed assets are shown in the financial statements at cost of acquisition. Fully depreciated assets, primarily computer assets, are excluded from the balance sheet.

The traffic signal network has been valued according to the unit replacement cost.

(h) Deferred Expenditure

Significant items of expenditure having a benefit or relationship to more than one accounting period are carried forward and amortised over the periods to which they relate.

1. Metro

Buses are amortised over the period the buses are leased.

2. Transport

Deferred assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

(i) Provisions

1. Provisions for Employee Entitlements - Leave

The provision for employee entitlements relates to amounts expected to be paid to employees for long service and annual leave and is based on legal and contractual entitlements and assessments.

Current wage rates are used in the calculation of the provisions and annual leave in accordance with the State Employees' (Long Service Leave) Act 1950. The estimate of long service leave liability includes all employees with ten or more years of service.

2. Metro

2.1 Leave

Provision is made through the income and expenditure account for this liability.

3. TT-Line

3.1 Leave

Crew leave represents the accrued entitlement of each employee at balance date, based on current wage or salary rate.

The long service leave ratings (crew) liability agreement with the Australian Maritime Industry provides industry funding and portability of long service leave for ratings on register "A".

4. Leave

4.1 Leave and Superannuation

Actual liabilities for the Bruny Ferry crew and superannuation have been brought to account.

In 1990-91 all leave liabilities were adjusted in the appropriation statement. The annual liability has been charged against all Branches including those funded from "single line" appropriations.

4.2 Long Service Allowances

The provision is for retirement benefits for Launceston employees not covered by a superannuation scheme. The fund established by the Launceston City Council was taken over by the Trust with respect to employees who transferred to the Trust at the time of transfer of Launceston operations.

5. Superannuation and Retirement Benefits

5.1 TT-Line

The basis of the retirement contribution, based on actuarial advice, is

- The contributions are 2.4 times the employee's contributions.
- Interest is credited based on the average of the open balance, plus the provision this year, less payments, plus employees contribution, multiplied by 10%.

5.2 Metro

5.2.1 Retirement Benefits Fund

In accordance with recommendation of the Australian Government Actuary, provision is made and funds invested to cover the Trust's liability for superannuation benefits in respect of employees who are contributors to Retirement Benefits Fund and former employees who are in receipt of pensions.

5.2.2 Retiring and Death Allowances

Employees not covered by the provisions of the Retirement Benefits Fund Act become eligible to entitlements under the Public Servants' Retiring and Death Allowances Act 1925.

5.2.3 Superannuation Accumulation Fund

Provision has been made and funds invested to cover the Trust's liability for employee entitlements under the State Government Superannuation Accumulation Fund. The scheme came into existence as a result of the 1987 National Wage Decision and employee entitlements commenced to accrue from 1 January 1989.

6. Provision for Doubtful Debts

The collectibility of debts is assessed at year end and a specific provision is made for any doubtful accounts. Irrecoverable debts are written off in
the year they are determined irrecoverable.

7. Dry Docking

An annual provision has been made for the dry docking of the "Abel Tasman", which occurs each two years. The dry dock occurred in July/August 1992.

(j) Commonwealth Government Grant

1. **TT-Line**

The Commonwealth Government Grant of $26 million received by the State to assist the Bass Strait Ferry Service operation has been treated as equity since 1990-91. In prior years this Grant was as income in accordance with International Accounting Standard 20. The effect of this change was to reduce the profit before taxation equivalent payment for the year by $3,250,000. The amount of the Grant previously recognised as income was reclassified from retained profits to the Grant balance.

2. **Metro**

Under the Urban Public Transport Agreement Act 1974, the States Grants (Urban Public Transport) Act 1978, the Australian Bicentennial Road Development Trust Act 1982, and the Australian Land Transport Development Act 1988, the Trust has received non-repayable capital grants from the Commonwealth Government for expenditure on approved projects.

3. **Transport**

In 1992 $4.448 million was received under the Australian Land Transport Development Act as a grant for "black spot" works and Bruny Island Ferry operations.

4. **Roads**

Contained within the Roads Income of $92,151,038 is an amount of $44,172,272 which was fully expended under the provision of the Australian Land Transport Development Act 1988 and the Interstate Road Transport Act 1985.

(k) Private Loans

1. **Metro**

Certain private loans have been obtained at a discount. These have been included in private loans at consideration value. The difference between consideration and face value is treated as a deferred expense and is brought to account as an interest expense equally over the life of each loan obtained at a discount.

2. **Transport**

All loans have been included at repayment value.

2. CONSOLIDATION

The statement has been prepared in compliance with Australian Accounting Standard AAS24, which may provide for a Government Authority to prepare group accounts.

The consolidated financial statements have been prepared in accordance with consolidation principles including the elimination of all inter-Divisional transactions.

3. LEASE COMMITMENTS

3.1 Operating Leases

3.1.1 TT-Line

- Wharf rental agreements operate at Devonport and Melbourne.
- Works and passenger agreements operate at Station Pier.
- The operating lease for wharf rental at Devonport was paid in full to 30 June 1995 in July 1988.
- The operating lease for the Melbourne Works Agreement was paid in full to 31 May 2000 on 30 June 1992.

3.1.2 Metro

Buses are being acquired under operating lease agreements for periods of five years. At 30 June 1992 the Trust has 71 buses leased under operating lease arrangements.

3.2 Capital

3.2.1 TT-Line

Purchase Contract - Replacement Vessel

A contract for the purchase of a replacement vessel for the "Abel Tasman" has been made for delivery between June and September 1993. The contract is for DEM 171,000,000.

The purchase will not be formally recognised until title passes, which will be on delivery of the ship.

4. COMMITMENTS

4.1 Metro - Buses

In 1992-93, a total of 25 heavy duty rigid buses built in Tasmania of an estimated capital value of $3,630,000, will be commissioned, made up of 15 heavy duty rigid buses financed under an Operating Lease Agreement and 10 midi buses funded by a Commonwealth Grant.

5. CONTINGENT LIABILITIES

5.1 Transport

Contingent liabilities exist for damages claims by former and current employees. Three claims relate to former Marine Branch crew members.

6. ABNORMAL ITEMS

6.1 Oil Subsidy Rebate

An amount of $166,589 was received from the Australian Customs Service, representing fuel consumed per man day for domestic purposes.

6.2 Transport

Workers' compensation claims settled amounted to $529,000.

7. DEFERRED EXPENSES

7.1 Metro

Buses have been acquired under operating lease agreements for periods of five years. For the purpose of spreading costs during the period over which benefits accrue, hire charges are charged over the period each bus is operated by the Trust, being the five year lease period, and the period immediately after commissioning each bus and prior to commencement of leasing arrangements. The hire charges for the latter period are treated as a deferred expense and amortised over the remaining periods buses are to be leased.

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

NOTE 8 OPERATING REVENUE	**Roads 1992**	Roads 1991	**Transport 1992**
Sales Revenue (Net)	**717,666**	654,288	**583,403**
Consolidated Fund - Works And Services	**90,180,000**	96,527,000	**550,000**
Consolidated Fund - Recurrent Expenditure	**1,092,554**	600,347	**37,203,000**
Other:			
Interest Received or receivable	**0**	0	**570,912**
Net Receipts From Sale of Non-Current Assets	**0**	966,598	
Abnormal Items	**0**	0	
Miscellaneous	**149,455**	2,194,812	**4,215,812**
TOTAL	**92,139,675**	100,943,045	**43,123,127**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
3,297,848	**10,495,226**	9,720,555	**36,580,434**	42,927,601	**48,376,729**	56,600,292
3,220,000		0	**0**	0	**90,730,000**	99,747,000
30,062,000	**17,128,000**	17,250,000	**0**	0	**55,423,554**	47,912,347
687,524	**4,367,358**	3,477,513	**1,762,314**	3,528,321	**6,700,584**	7,693,358
0	**112,868**	25,340	**0**	0	**112,868**	991,938
0		0	**505,787**	1,028,565	**505,787**	1,028,565
3,548,057	**295,080**	288,026	**1,208,143**	1,299,474	**5,868,490**	7,330,369
40,815,429	**32,398,532**	30,761,434	**40,056,678**	48,783,961	**207,718,012**	**221,303,869**

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	**Transport 1992**
NOTE 9 OPERATING EXPENSES			
Interst Paid or Due	**0**	0	**996,560**
Depreciation of Property, Plant and Equiptment	**279,575**	0	**1,161,172**
Lease Expenses	**0**	0	**0**
Administration	**0**	0	**0**
Transport Client Services	**0**	0	**29,138,252**
Corporate Services	**0**	0	**4,436,057**
Traffic Engineering	**0**	0	**2,432,008**
Special Projects & Research	**0**	0	**534,751**
Abel Tasman Operating Expenses	**0**	0	**0**
Traffic Operations	**0**	0	**0**
Arterial Roads	**51,104,358**	58,203,858	**0**
Local Roads	**6,734,738**	19,442,405	**0**
National Roads	**19,549,692**	20,581,734	**0**
Bad Debts	**3,039**	0	**0**
Program Development	**4,169,659**	0	**0**
Assistance to Local Government	**5,327,192**	0	**0**
Miscellaneous	**1,089,997**	2,650,668	**0**
TOTAL	**88,258,250**	100,878,665	**38,698,800**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
1,046,087	**1,410,179**	1,570,907	**347,730**	1,352,438	**2,754,469**	3,969,432
309,418	**2,142,237**	1,924,202	**3,848,689**	4,908,060	**7,431,673**	7,141,680
0	**1,992,187**	1,641,300	**173,571**	173,571	**2,165,758**	1,814,871
1,817,574	**2,423,267**	2,201,166	**3,647,349**	2,850,372	**6,070,616**	6,869,112
24,548,581	**0**	0	**0**	0	**29,138,252**	24,548,581
4,476,413	**0**	0	**0**	0	**4,436,057**	4,476,413
1,971,919	**0**	0	**0**	0	**2,432,008**	1,971,919
340,182	**0**	0	**0**	0	**534,751**	340,182
0	**0**	0	**33,451,978**	36,653,297	**33,451,978**	36,653,297
0	**15,247,721**	14,528,007	**0**	0	**15,247,721**	14,528,007
0	**0**	0	**0**	0	**51,104,358**	58,203,858
0	**0**	0	**0**	0	**6,734,738**	19,442,405
0	**0**	0	**0**	0	**19,549,692**	20,581,734
0	**0**	0	**0**	0	**3,039**	0
0	**0**	0	**0**	0	**4,169,659**	0
0	**0**	0	**0**	0	**5,327,192**	0
0	**5,082,515**	5,228,341	**0**	0	**6,172,512**	7,879,009
34,510,174	**28,298,106**	27,093,923	**41,469,317**	45,937,738	**196,724,473**	**208,420,500**

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	Transport 1992
NOTE 10 AUDITORS RENUMERATION			
Amounts Paid or Due to:			
State audit:			
Auditing	**0**	0	**47,300**
Other Services	**0**	0	**0**
TOTAL	**0**	0	**47,300**
K.P.M.G Peat Marwick			
Auditing	**0**	0	**0**
Other Services	**0**	0	**0**
TOTAL	**0**	0	**0**
NOTE 11 TAXATION			
Taxation Equivalent Payment	**0**	0	**0**
Provision for Current Taxation Equivalent	**0**	0	**0**
Provision for Deferred Taxation Equivalent	**0**	0	**0**
Future Taxation Equivalent Benefit	**0**	0	**0**
NOTE 12 EXTRAORDINARY ITEMS			
Prior Years Adjustments	**0**	0	**0**
Accrued Expense Adjustmens	**1,052,868**	2,107,348	**0**
Deferred Employee Entitlements	**0**	0	**0**
Amortisation of Land	**0**	0	**0**
Other	**(45,543)**	0	**0**
TOTAL	**1,007,325**	2,107,348	**0**

Transport 1991	Metro 1992	Metro 1991	TT-line 1992	TT-line 1991	Total 1992	Total 1991
41,820	46,702	42,955	51,882	45,825	145,884	130,600
0		0	0	0	0	0
41,820	46,702	42,955	51,882	45,825	145,884	130,600
0		0	22,855	19,380	22,855	19,380
0		0	62,167	98,065	62,167	98,065
0	0	0	85,022	117,445	85,022	117,445
0	0	0	(475,154)	722,142	(475,154)	722,142
0	0	0	0	225,546	0	225,546
0	0	0	855,617	727,180	855,617	727,180
0	0	0	1,892,138	1,288,547	1,892,138	1,288,547
0	0	0	0	0	0	0
0	0	0	0	0	1,052,868	2,107,348
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	(505,787)	0	(551,330)	0
0	0	0	(505,787)	0	501,538	2,107,348

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	**Transport 1992**
NOTE 13 ABNORMAL ITEMS			
Emergency Docking	**0**	0	**0**
Oil Subsidy Rebate	**0**	0	**0**
Workers Compensation	**0**	0	**(118,154)**
Gain on Disposal	**0**	0	**0**
Other	**0**	0	**208,877**
TOTAL	**0**	0	**90,723**

NOTE 14
DIVIDENDS PAID & PROVIDED FOR

Dividends paid	**0**	0	**0**
Dividends Provided For	**0**	0	**0**
TOTAL	**0**	0	**0**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
0	**0**	0	**0**	(157,125)	**0**	(157,125)
0	**0**	0	**166,589**	1,185,690	**166,589**	1,185,690
0	**0**	0	**0**	0	**(118,154)**	0
1,920,755	**0**	0	**0**	0	**0**	1,920,755
323,248	**0**	0	**(672,376)**	0	**(463,499)**	323,248
2,244,003	**0**	0	**(505,787)**	1,028,565	**(415,064)**	3,272,568
0	**0**	0	**0**	287,000	**0**	287,000
0	**0**	0	**0**	0	**0**	0
0	**0**	0	**0**	287,000	**0**	**287,000**

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	Transport 1992
NOTE 15 RECEIVABLES			
CURRENT			
Trade Debtors	**539,057**	426,162	**962,871**
Less Provisions for Doubtful Debts	**2,278**	4,748	**0**
	536,779	421,414	**962,871**
Prepayments	**0**	0	**0**
TOTAL	**536,779**	421,414	**962,871**
NON CURRENT			
Trade Debtors	**91,265**	0	**0**
Less Provisions for Doubtful Debts	**0**	0	**0**
		0	**0**
Prepayments	**0**	0	**0**
TOTAL	**91,265**	0	**0**
NOTE 16 INVESTMENTS			
CURRENT			
State Sinking Fund	**0**	0	**896,732**
Investments in Accordance With Trustee's Act	**0**	0	**0**
Tascorp	**0**	0	**5,920,000**
Tasmanian Public Finance Company	**0**	0	**0**
TOTAL	**0**	0	**6,816,732**
NON CURRENT			
State Sinking Fund	**0**	0	**0**
Investments in Accordance With Trustee's Act	**0**	0	**0**
Deposit - Replacement Vessel	**0**	0	**0**
TOTAL	**0**	0	**0**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
865,574	**395,593**	501,957	**1,278,915**	1,690,370	**3,176,436**	3,484,063
0	**3,000**	1,000	**137,725**	85,738	**143,003**	91,486
865,574	**392,593**	500,957	**1,141,190**	1,604,632	**3,033,433**	3,392,577
0	**0**	0	**585,364**	446,443	**585,364**	446,443
865,574	**392,593**	500,957	**1,726,554**	2,051,075	**3,618,797**	3,839,020
0	**0**	0	**0**	0	**91,265**	0
0	**0**	0	**0**	0	**0**	0
0	**0**	0	**0**	0	**0**	0
0	**0**	0	**0**	0	**0**	0
0	**0**	0	**0**	0	**91,265**	0
218,420	**2,216,764**	2,054,881	**0**	0	**3,113,496**	2,273,301
0	**7,426,205**	1,681,076	**0**	0	**7,426,205**	1,681,076
4,300,000	**0**	0	**0**	0	**5,920,000**	4,300,000
0	**0**	0	**8,100,000**	18,050,000	**8,100,000**	18,050,000
4,518,420	**9,642,969**	3,735,957	**8,100,000**	18,050,000	**24,559,701**	26,304,377
0	**0**	0	**0**	0	**0**	0
0	**20,767,154**	23,329,064	**0**	0	**20,767,154**	23,329,064
0		0	**8,426,866**	6,402,497	**8,426,866**	6,402,497
0	**20,767,154**	23,329,064	**8,426,866**	6,402,497	**29,194,020**	29,731,561

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	Transport 1992
NOTE 17 INVENTORIES			
CURRENT			
Stores - at cost	**18,095**	12,507	**93,671**
Work in Process - at cost	**0**	0	**0**
Land Held for Sale			
- at cost	**0**	0	**0**
- at net realisable value	**0**	0	**0**
TOTAL	**18,095**	12,507	**93,671**
NON CURRENT			
Stores - at cost	**0**	0	**375,734**
Work in Process - at cost	**0**	0	**0**
Land Held for Sale			
- at cost	**0**	0	**0**
- at net realisable value	**0**	0	**0**
TOTAL	**0**	0	**375,734**
NOTE 18 OTHER CURRENT ASSETS			
Prepayments	**66,805**	0	**0**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
81,123	**782,959**	682,080	**561,943**	616,199	**1,456,668**	1,391,909
0		0	**0**	0	**0**	0
0		0	**0**	0	**0**	0
0		0	**0**	0	**0**	0
81,123	**782,959**	682,080	**561,943**	616,199	**1,456,668**	1,391,909
563,477		0	**0**	0	**375,734**	563,477
0		0	**0**	0	**0**	0
0		0	**0**	0	**0**	0
0		0	**0**	0	**0**	0
563,477	**0**	0	**0**	0	**375,734**	563,477
0	**0**	0	**0**	0	**66,805**	0

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	Transport 1992
NOTE 19 PROPERTY, PLANT AND EQUIPMENT			
Land and Buildings			
At Cost	**0**	0	**2,851,753**
Less Accumulated Amortisation/Depreciation	**0**	0	**1,108,460**
	0	0	**1,743,293**
At Net Present Value	**7,549,868**	1,413,000	**0**
Leasehold Assets			
At cost	**0**	0	
Less Accumulated Amortisation/Depreciation	**0**	0	
	0	0	**0**
Plant and Equipment			
At Cost	**1,073,193**	1,110,775	**2,650,753**
Less Accumulated Amortisation/Depreciation	**119,416**	0	**1,096,883**
	953,777	1,110,775	**1,553,870**
At Board Valuation	**0**	0	**0**
Capital Works in Process - At Cost	**0**	0	**0**
Ferry's			
At Cost	**0**	0	**5,160,042**
Less Accumulated Amortisation/Depreciation	**0**	0	**257,993**
	0	0	**4,902,049**
At Board Valuation		0	**0**
Computer Hardware and Software			
At Cost	**745,991**	434,113	**1,741,425**
Less Accumulated Amortisation/Depreciation	**115,789**		**667,972**
	630,202	434,113	**1,073,453**
Traffic Engineering Works - At Cost	**0**	0	**10,463,625**
Less Accumulated Amortisation/Depreciation	**0**	0	**533,281**
	0	0	**9,930,344**
Buses			
At Cost	**0**	0	**0**
Less Accumulated Amortisation/Depreciation	**0**	0	**0**
	0	0	**0**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
2,851,754	**15,086,072**	15,066,841	**245,002**	220,934	**18,182,827**	18,139,529
702,934	**3,303,778**	2,920,552	**93,743**	65,818	**4,505,981**	3,689,304
2,148,820	**11,782,294**	12,146,289	**151,259**	155,116	**13,676,846**	14,450,225
0	**0**	0	**0**	0	**7,549,868**	1,413,000
0		0	**0**	0	**0**	0
0		0	**0**	0	**0**	0
0	**0**	0	**0**	0	**0**	0
2,758,096	**4,173,251**	2,880,475	**859,474**	1,438,992	**8,756,671**	8,188,338
721,280	**1,882,719**	1,649,410	**277,570**	733,708	**3,376,588**	3,104,398
2,036,816	**2,290,532**	1,231,065	**581,904**	705,284	**5,380,083**	5,083,940
0	**0**	0	**300,000**	0	**300,000**	0
0	**691,926**	1,549,192	**0**	0	**691,926**	1,549,192
4,999,930		0		31,122,033	**5,160,042**	36,121,963
0		0		13,297,312	**257,993**	13,297,312
4,999,930	**0**	0	**0**	17,824,721	**4,902,049**	22,824,651
0	**0**	0	**35,000,000**		**35,000,000**	0
1,448,699	**3,014,503**	2,965,586	**1,320,493**	1,137,466	**6,822,412**	5,985,864
690,201	**1,425,418**	1,064,531	**833,238**	679,031	**3,042,417**	2,433,763
758,498	**1,589,085**	1,901,055	**487,255**	458,435	**3,779,995**	3,552,101
10,608,000	**0**	0	**0**	0	**10,463,625**	10,608,000
0	**0**	0	**0**	0	**533,281**	0
10,608,000	**0**	0	**0**	0	**9,930,344**	10,608,000
0	**19,765,224**	19,011,561	**0**	0	**19,765,224**	19,011,561
0	**8,615,905**	8,767,751	**0**	0	**8,615,905**	8,767,751
0	**11,149,319**	10,243,810	**0**	0	**11,149,319**	10,243,810

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	**Transport 1992**
Road Asset Infrastructure			
At Valuation	**4,579,663,017**		**0**
Less Accumulated Amortisation/Depreciation	**984,877,000**		**0**
	3,594,786,017	0	**0**
Other Property, Plant and Equipment - At N.R.V	**26,032**	0	**4,428,087**
Less Accumulated Amortisation/Depreciation	**0**	0	**175,000**
	26,032	0	**4,253,087**
TOTAL PROPERTY, PLANT & EQUIPMENT			
AT COST	**4,589,058,101**	2,957,888	**27,295,685**
LESS ACCUMULATED DEP'N	**985,112,205**	0	**3,839,589**
N.P.V	**3,603,945,896**	2,957,888	**23,456,096**

NOTE 20 OTHER NON - CURRENT ASSETS

Deferred Interest	**0**	0	**71,700**
Other	**0**	104,275	**0**
TOTAL	**0**	104,275	**71,700**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
					4,579,663,017	0
					984,877,000	0
0	**0**	0	**0**	0	**3,594,786,017**	0
3,048,547		0	**4,191,956**	3,749,985	**8,646,075**	6,798,532
0	**0**	0	**0**	0	**175,000**	0
3,048,547	**0**	0	**4,191,956**	3,749,985	**8,471,075**	6,798,532
25,715,026	**42,730,976**	41,473,655	**41,916,925**	37,669,410	**4,701,001,687**	107,815,979
2,114,415	**15,227,820**	14,402,244	**1,204,551**	14,775,869	**1,005,384,165**	31,292,528
23,600,611	**27,503,156**	27,071,411	**40,712,374**	22,893,541	**3,695,617,522**	76,523,451
80,800	**0**	0	**0**	0	**71,700**	80,800
0	**0**	0	**0**	0	**0**	104,275
80,800	**0**	0	**0**	0	**71,700**	185,075

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	**Transport 1992**
NOTE 21 CREDITORS AND BORROWINGS			
CURRENT			
Trade Creditors	**1,732,277**	1,220,417	**8,421,655**
Bank Overdrafts	**0**	0	**0**
Treasury Loans	**0**	0	**0**
Lease Liabilities	**0**	0	**0**
Private Loans	**0**	0	**0**
Other	**0**	0	**0**
TOTAL	**1,732,277**	1,220,417	**8,421,655**
NON - CURRENT			
Treasury Loans	**0**	0	**8,693,319**
Lease Liabilities	**0**	0	**0**
Private Loans	**0**	0	**0**
State Highway Trust Fund Deficit	**0**	3,599,376	**0**
Other	**250,000**	250,000	**0**
TOTAL	**250,000**	3,849,376	**8,693,319**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
7,476,361	**1,957,761**	1,998,159	**3,537,683**	3,612,350	**15,649,376**	14,307,287
0		0	**581,936**	76,029	**581,936**	76,029
0	**41,000**	41,000	**0**	0	**8,734,319**	9,809,342
0		0	**0**	0	**0**	0
0	**2,330,941**	1,300,000	**0**	0	**2,330,941**	1,300,000
0	**0**	0	**0**	0	**0**	0
7,476,361	**4,329,702**	3,339,159	**4,119,619**	3,688,379	**18,603,253**	15,724,316
9,768,342	**3,529,441**	3,570,248	**0**	0	**#REF!**	#REF!
0		0	**0**	0	**0**	0
0	**4,041,535**	6,372,476	**0**	0	**4,041,535**	6,372,476
0		0	**0**	0	**0**	3,599,376
0		0	**0**	0	**250,000**	250,000
9,768,342	**7,570,976**	9,942,724	**0**	0	**16,514,295**	23,560,442

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	Transport 1992
NOTE 22 PROVISIONS			
CURRENT			
Dividends	**0**	0	**0**
Taxation Equivalent	**0**	0	**0**
Employee Entitlements	**2,034,836**	2,078,676	**2,913,279**
Bad and Doubtful Debts	**0**	0	**0**
Other	**0**	0	**0**
TOTAL	**2,034,836**	2,078,676	**2,913,279**
NON - CURRENT			
Employee Entitlements	**0**	0	**44,468,672**
Other	**0**	0	**0**
TOTAL	**0**	0	**44,468,672**
NOTE 23 OTHER CURRENT LIABILITIES			
Deposits	**0**	0	**5,000**
Accrued Expenses	**279,159**	341,138	**0**
Deferred Gain on Foriegn Currency	**0**	0	**0**
TOTAL	**279,159**	341,138	**5,000**
NOTE 24 OTHER NON CURRENT LIABILITIES			
Deferred Expenses	**0**	0	**0**
Provision for Deferred Income Tax	**0**	0	**0**
Provision for Retirement Benefits	**0**	0	**377,308**
Other	**0**	58,379	**0**
TOTAL	**0**	**58,379**	**377,308**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
0		0	**0**	287,000	**0**	287,000
0		0	**0**	225,546	**0**	225,546
2,707,386	**2,552,205**	2,344,594	**3,138,963**	2,718,226	**10,639,283**	9,848,882
0		0	**0**	0	**0**	0
0		0	**655,000**	500,000	**655,000**	500,000
2,707,386	**2,552,205**	2,344,594	**3,793,963**	3,730,772	**11,294,283**	10,861,428
254,000	**27,715,052**	24,086,252	**0**	0	**72,183,724**	24,340,252
0	**0**	0	**0**	0	**0**	0
254,000	**27,715,052**	24,086,252	**0**	0	**72,183,724**	24,340,252
5,000		0	**0**	0	**5,000**	5,000
0	**0**	0	**0**	0	**279,159**	341,138
0	**0**	0	**804,713**	0	**804,713**	0
5,000	**0**	0	**804,713**	0	**1,088,872**	346,138
0	**238,502**	302,488	**0**	0	**238,502**	302,488
0	**0**	0	**855,617**	727,180	**855,617**	727,180
254,000	**0**	0	**0**	0	**377,308**	254,000
0	**0**	0	**0**	0	**0**	58,379
254,000	**238,502**	302,488	**855,617**	727,180	**1,471,427**	1,342,047

DEPARTMENT OF ROADS AND TRANSPORT

NOTES TO AND FORMING PART OF THE

FINANCIAL STATEMENTS

	Roads 1992	Roads 1991	**Transport 1992**
NOTE 25 RESERVES			
Asset Revaluation Reserve	**3,564,308,527**	(741,914)	**0**
Asset Replacement Reserve	**0**	0	**2,106,000**
Loan Redemption Reserve	**0**	0	**327,000**
Capital Works	**0**	0	**0**
Other	**0**	0	**507,000**
TOTAL	**3,564,308,527**	(741,914)	**2,940,000**
NOTE 26 ACCUMULATED SURPLUS/ (DEFICIT)			
Opening Balance 1/7/91	**(3,059,988)**	(4,081,515)	**(11,105,289)**
Less Transfers From Retained Profits/(Losses)	**0**	0	**3,415,461**
Add Tranfer From Profit and Loss Account	**40,904,136**	1,021,527	**0**
Add Miscellaneous Transfers	**0**	0	**(4,080,889)**
Add Consolidated Revenue	**0**	0	**0**
Add Prior Years Adjustments	**0**	0	**(40,603,949)**
Retained Profits 30/6/92	**37,844,148**	(3,059,988)	**(52,374,666)**

Transport 1991	**Metro 1992**	Metro 1991	**TT-line 1992**	TT-line 1991	**Total 1992**	Total 1991
0		0	**20,687,219**	0	**3,584,995,746**	(741,914)
1,975,046		0	**0**	0	**2,106,000**	1,975,046
378,096		0	**0**	0	**327,000**	378,096
0	**3,508,517**	3,508,517	**0**	0	**3,508,517**	3,508,517
534,302		0	**0**	0	**507,000**	534,302
2,887,444	**3,508,517**	3,508,517	**20,687,219**	0	**3,591,444,263**	5,654,047
(8,185,590)	**(999,979)**	203,671	**8,018,997**	8,808,345	**(7,146,259)**	(3,255,089)
2,535,227	**0**	0	**0**	2,800,000	**3,415,461**	5,335,227
0	**(16,995,299)**	(16,723,987)	**(1,775,488)**	2,010,652	**22,133,349**	(13,691,808)
(3,006,980)		(1,729,663)	**0**	0	**(4,080,889)**	(4,736,643)
0	**17,128,000**	17,250,000	**0**	0	**17,128,000**	17,250,000
(2,447,946)	**0**	0	**0**	0	**(40,603,949)**	(2,447,946)
(11,105,289)	**(867,278)**	(999,979)	**6,243,509**	8,018,997	**(9,154,287)**	(7,146,259)

DEPARTMENT OF ROADS AND TRANSPORT

TRANSPORT INFRASTRUCTURE

STATE HIGHWAYS TRUST FUND

STATEMENT OF RECEIPTS AND PAYMENTS

FOR THE YEAR ENDED 30 JUNE 1992

	NOTES	1991/92 $	1990/91 $
Balance brought forward, 1 July		(3,599,376)	(3,663,755)
RECEIPTS			
State:			
Consolidated Fund Works and Services		90,180,000	96,527,000
Consolidated Fund Recurrent Expenditure		1,092,554	600,347
		91,272,554	97,127,347
Other:			
Woodchip Tolls		717,666	654,288
Property Sales		-	966,598
Miscellaneous Receipts and Refunds	3	77,545	2,041,960
Prosecutions for Overloading		83,273	152,852
		878,484	3,815,698
		88,551,662	97,279,290
PAYMENTS			
Road and Bridgeworks:			
National Roads		18,896,740	20,582,072
Arterial Roads		51,853,460	58,203,202
Local Roads		11,504,329	19,442,824
Program Development		3,488,692	-
		85,743,221	98,228,098
Associated Works:			
Water Transport Facilities		939,586	2,247,716
Launceston Flood Protection		245,475	250,000
Prosecutions for Overloading		83,273	152,852
		1,268,334	2,650,568
Total Payments		87,011,555	100,878,666
Balance as at 30 June		1,540,107	(3,599,376)
		88,551,662	97,279,290

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENT OF THE TRANSPORT INFRASTRUCTURE DIVISION FOR THE YEAR ENDED 30 JUNE 1992

1 STATEMENT OF ACCOUNTING POLICIES

(a) Basis for Preparation of Accounts

The details of Trust Fund operations show the results of cash transactions only. These details are maintained to ensure compatibility with State Budget Appropriations and the funding processes of the Commonwealth Government. Accordingly, the figures provided do not include amounts owed by the Division as at 30 June 1992.

(b) Expenditure

In previous years the Division charged costs either directly or through a re-allocation process to road and bridgeworks with which cost can be related. With the introduction of Project Management in 1991-92, all costs are charged directly to road and bridgeworks.

2 COMPLIANCE

During the 1991-92 financial year, the Transport Infrastructure Division operated within the requirements of all relevant State and Commonwealth Statutes. The main Acts under which the Division operated were the Financial Management and Audit Act 1990, the Australian Land Transport Development Act 1988 and the Roads and Jetties Act 1935.

3 MISCELLANEOUS RECEIPTS AND REFUNDS

	1991-92 $	1990-91 $
These comprise -		
Council Contribution to Classified Roads	20,777	20,846
Rent	10,034	7,855
Property Office Receipts	9,880	9,059
Profit on Contracts	-	9,581
Overhead Recoveries	-	542,179
Design Fee Recoveries	-	108,505
Workers Compensation Wages Refund	-	97,160
Save the Bush Grant	-	15,000
Stores Inventory Reimbursement	-	1,179,766
Miscellaneous	36,854	52,009
	77,545	2,041,960

The accompanying financial statement has been prepared pursuant to Section 5(3) of the Roads and Jetties Act 1935.

In our opinion, this statement presents a true and fair view of the financial transactions of the State Highways Trust Fund (T763) for the financial year ended 30 June 1992.

Tony Pedder
SECRETARY

DATE

D.T. Yaxley
DIRECTOR OF FINANCE

DEPARTMENT OF ROADS AND TRANSPORT

TRANSPORT INFRASTRUCTURE

SUNDRY DEBTORS RECOUP WORKS SUSPENSE ACCOUNT

STATEMENT OF RECEIPTS AND PAYMENTS

FOR THE YEAR ENDED 30 JUNE 1992

	1991/92 $	1990/91 $
Balance brought forward, 1 July	(426,162)	(1,042,296)
RECEIPTS		
Payments Received	3,586,818	4,896,689
	3,160,656	3,854,393
PAYMENTS		
Expenditure Incurred	3,740,777	4,280,555
Balance carried forward, 30 June	(580,122)	(426,162)
	3,160,655	3,854,393

In our opinion, this statement presents a true and fair view of the financial transactions of the Sundry Debtors Recoup Works Suspense Account (T886) for the financial year ended 30 June 1992.

Tony Pedder
SECRETARY

DATE

D.T.Yaxley
DIRECTOR OF FINANCE

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
SUMMARY OF EXPENDITURE AND RECEIPTS
YEAR ENDED 30 JUNE 1992

EXPENDITURE

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	Variation $'000
	APPROPRIATION ACT			
	PROGRAMS:			
97,066	1. ROADS	90,473	91,245	(772)
36,402	2. TRANSPORT	38,146	38,179	(33)
17,250	3. METRO	16,927	17,128	(201)
150,718	**TOTAL APPROPRIATION ACT**	**145,546**	**146,552**	**(1,006)**
	RESERVED BY LAW			
	PROGRAMS:			
61	1. ROADS	45	34	11
100	2. TRANSPORT	207	199	8
0	3. METRO	0	0	0
161	**TOTAL RESERVED BY LAW**	**252**	**233**	**19**
150,879	**TOTAL EXPENDITURE**	**145,798**	**146,785**	**(987)**

RECEIPTS

	PROGRAMS:			
51,000	1. ROADS	38,100	38,977	877
33,615	2. TRANSPORT	39,179	39,570	391
0	3. METRO	0	0	0
84,615	**TOTAL RECEIPTS**	**77,279**	**78,547**	**1,268**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE - APPROPRIATION ACT
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	$'000	Variation $'000
	PROGRAM: 1 ROADS				
	Recurrent Services				
170	**A100 Operating Expenses**	117		116	1
	Salary and related payments		116		
10	**C544 State offices canteen**	11		11	0
	Subsidy		11		
359	**C751 Sale and rental of Crown Lands:**	207		938	(731)
	Transfer to State Highways Trust Fund		938		
539	**Total Recurrent Services**	**335**	**1,065**	**1,065**	**(730)**
	Works and Services				
96,527	**H100 Other Works and Purposes**	90,138		90,180	(42)
	State Classified Road System and Water Transport Facilities:				
	National Roads		34,071		
	State Roads and Jetties		46,845		
	Traffic and Road Asset		4,016		
	Assistance to Local Government		5,248		
96,527	**Total Works and Services**	**90,138**	**90,180**	**90,180**	**(42)**
97,066	**Total Expenditure for Program**	**90,473**	**91,245**	**91,245**	**(772)**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE - APPROPRIATION ACT
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000		Variation $'000
	PROGRAM: 2 TRANSPORT				
	Recurrent Services				
6625	**A100 Operating Expenses**	10,817		11,934	(1,117)
	Salaries and Related Expenses		10,261		
	Property Services		919		
	Computer Costs		1,428		
	Personnel		173		
	Materials and Supplies		816		
	Communications Costs		863		
	Finance Costs		653		
	Office Machines and Equipment		43		
	Travel Costs		332		
	Contribution to Secretariat		480		
	Payment to Motor Cycle Rider Trust Account		250		
	Occupational Health and Safety		602		
	Miscellaneous		818		
	Retained Revenue		(5,704)		
365	**C168 Traffic Signals : Costs**	528		528	0
	Electricity		383		
	Interest		145		
13	**C414 Public Vehicles Licensing Appeal Tribunal**	10	6	6	4
7543	**C415 Transport Commission : Reimbursement of Previous Years Loss**	2,400		3,433	(1,033)
	Coastal Shipping Service : Straitsman				
	Terminal Costs		2838		
	Operating Costs		3907		
	Administration		215		
	Finance Charges		204		
	Workers Compensation Payments		577		
	Bad Debts		34		
	Miscellaneous		57		
	Gain on Disposal of Assets		-1530		
	Provisions Written Back		-313		
	Revenue From Operation		-2556		

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE - APPROPRIATION ACT
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	$'000	Variation $'000
	PROGRAM: 2 TRANSPORT				
	Recurrent Services				
1240	**C612 Concession and Subsidy Scheme**	1,377		1,264	113
	Concessional Travel for Pensioners & Unemployed:				
	Payments to Private Bus Operators		844		
	Payments to Ferry Operators		7		
	Air Travel Subsidy				
	Pensioners on King & Flinders Island		5		
	Transport Access Scheme : Subsidy		407		
	Special Concessions:Road,Rail,Ferry		1		
582	**C615 Bruny Island Ferry Service**	1,081		1,031	50
	Salaries and Related Expenses		548		
	Property Services		98		
	Computer Costs				
	Materials and Supplies		6		
	Communications Costs		3		
	Finance Costs		718		
	Office Machines and Equipment		4		
	Travel Costs		0		
	Fuel		124		
	Surveys		23		
	Personnel Services ,Occupational Health and Safety		41		
	Miscellaneous		38		
	Revenue from Fares		(572)		
23	**C616 Grassy Wharf : Debt Charges**	398	398	398	0
38	**C617 King Island Shipping Service : Subsidy**	200	200	200	0
16753	**C834 Student Bus Transport**	20,835		18,835	2,000
	Metro Transfers		1,305		
	Metro Payments		1,116		
	Operator Payments (Fare Top Ups)		2,057		
	Conveyance Allowance		474		
	Payments to Contract Bus Operators		13,033		
	Service Delivery		850		
	Administration				
33,182	**Total Recurrent Services**	**37,646**	**37,629**	**37,629**	**17**
	Works and Services				
3,220	**H100 Other Works and Purposes**	500		550	(50)
	Traffic Signal Installation and Maintenance		470		
	Bruny Island Ferry		80		
3,220	**Total Works and Services**	**500**	**550**	**550**	**(50)**
36,402	**Total Expenditure for Program**	**38,146**	**38,179**	**38,179**	**(33)**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE - APPROPRIATION ACT
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	$'000	Variation $'000
	PROGRAM: 3 Metro				
	Recurrent Services				
13800	**C033 Government Contribution**	13,267		13,468	(201)
	Salaries and Related Payments		16,337		
	Fuel		2,328		
	Insurance		440		
	Vehicle Running and Maintenence		1,225		
	Property and Plant maintenence		370		
	Depreciation		2,143		
	Other Items		1,928		
	Operational Revenue		(10,495)		
	Other Income		(808)		
3450	**C182 Debt Charges**	3,660		3,660	0
	Interest		1,668		
	Leasing		1,992		
17,250	**Total Recurrent Services**	**16,927**	**17,128**	**17,128**	**(201)**
17,250	**Total Expenditure for Program**	**16,927**	**17,128**	**17,128**	**(201)**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE SUMMARY - APPROPRIATION ACT
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	$'000	Variation $'000
	AGENCY SUMMARY				
50,971	**Recurrent Services**	54,908	55,822	55,822	(914)
99,747	**Works and Services**	90,638	90,730	90,730	(92)
150,718	**TOTAL EXPENDITURE FOR AGENCY**	**145,546**	**146,552**	**146,552**	**(1,006)**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
EXPENDITURE - RESERVE BY LAW
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	Variation $'000
	PROGRAM: 1 ROADS			
61	**R053 Contribution Towards Construction of Streets in Towns by Municipal Councils** (Local Government Act 1962)	45	34	11
61	**Total Program**	**45**	**34**	**11**
	PROGRAM: 2 TRANSPORT			
100	**R055 Freight Subsidies Under the Straits Islands Shipping Services Subsidies Act 1948**	207	199	8
100	**Total Program**	**207**	**199**	**8**
161	**Total Items Reserved By Law**	**252**	**233**	**19**

DEPARTMENT OF ROADS AND TRANSPORT
CONSOLIDATED FUND
RECEIPTS
YEAR ENDED 30 JUNE 1992

1990/91 Actual $'000		1991/92 Estimate $'000	Actual $'000	Variation $'000
	RECURRENT			
	STATE			
316	**Y340 Fees and Other Recoveries Student Transport**	1,191	334	(857)
10234	**Y804 Traffic Fees**	14,635	15920	1,285
20292	**Y055 Motor Taxation**	20,453	20916	463
30,842	**Total Recurrent Receipts**	**36,279**	**37,170**	**891**
	CAPITAL			
	Commonwealth			
51000	**L090 Special Purpose - Roads**	38,100	38977	877
	State			
2773	**L701 Capital Repayments Transport Act 1981**	2,900	2400	(500)
53,773	**Total Capital Receipts**	**41,000**	**41,377**	**377**
84,615	**Total Receipts**	**77,279**	**78,547**	**1,268**

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APPENDIX I Road Lengths

Details of Classified Roads by Length and Surface Type

Length in Kilometres	SEALED	UNSEALED	TOTAL
State Highways	1,852.05	83.39	1,935.44
Main Roads	1,218.05	53.31	1,271.36
Secondary Roads	258.49	33.71	292.20
Tourist Roads	161.22	49.87	211.09
Development Roads	61.27	24.45	85.72
TOTAL	3,551.08	244.73	3,795.81

APPENDIX II Major contracts entered into during 1991/92

Contract No.	Description	Contractor	Cost	Award
A-A/R-164	Brooker Highway - Roadworks Arncliffe Road Underpass to Black Snake Lane	Hazell Bros Civil Contracting P/L	$990,370	26/8/91
A-A/R-165	East Tamar Outlet - Roadworks Newnham Creek to Barnards Creek	Brambles Equipment	$3,551,172	19/8/91
190	Tasman Highway - Roadworks Bust-me-Gall Hill to Montgomery's Road	Department of Construction	$1,365,717	22/8/91
188	Bass Highway - Roadworks Liffey River to Hagley	Department of Construction	$2,483,677	2/10/91
189	Bass Highway - Roadworks Illawarra Main Road to Hagley Stage 2	Boral Contracting	$1,927,642	6/11/91
S-M/B-417	Grassy Wharf - Cathodic Protection	Remedial Concrete Engineering P/L	$1,530,000	23/8/91
A-N/R-169	Midland Highway - Roadworks Overtaking lanes soutb of Cleveland and Junction improvements	Stornoway Gravel Constructions P/L	$559,221	2/1/92
229	Tasman Highway - Roadworks Break-me-Neck Hill and for 4.7km East	Hazell Bros Civil Contracting P/L	$1,817,446	12/11/91
233	Midland Highway Derwent River Bridge at Bridgewater raising the southern end	Hazell Bros Civil Contracting P/L	$171,861	16/12/91
251	Bass Highway - Slip Correction Deloraine Bypass	Hazell Construction Pty Ltd	$432,860	21/1/92
250	Blessington - Roadworks Main Road St Leonards	Department of Construction	$894,085	12/2/92

234	East Tamar Outlet - Landfall Interchange Overpass	Department of Construction	$695,030	20/2/92
235	Tamar Highway - Road Construction Mornington Interchange to Cambridge Road	Department of Construction	$2,357,012	11/3/92
260	Bass Highway Prospect Vale Interchange Overpass	Baulderstone Hornibrook Engineering Pty Ltd	$951,554	11/3/92
200	Bass Highway Pateena Road to Illawarra Main Raod South Esk River Bridge Roadworks Stage 1.	Department of Construction	$4,937.312	26/3/92
230	Tasman Highway - Roadworks Buckland to Tea Tree Rivulet	Department of Construction	$1,799,817	18/5/92
263	Bass Highway - Earthworks Pateena Road to South Esk River Stage 1.	Stornoway Gravel	$459,613	20/5/92

APPENDIX III Major Completed Projects

Project	Cost
Channel Highway Nicholls Rivulet to Kettering	$2.3 million
Brooker Highway Abbotsfield Rd to Arncliffe Rd	$1.9 million
Tasman Highway Bust-Me-Gall to Montgomery's Rd	$1.37 million
Lyell Highway Nelson River to Donaghy's Hill	$1.2 million
Tasman Highway Break-Me-Neck and 4.7kms east	$1.8 million
State Roads sprayed seal works	$1.2 million

APPENDIX IV Road Safety & Performance

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
No. of Offence Deterrence Programs	26	46	46	47	
Bicycle Helmet Refunds	0	3,200	5,999	1,500	1,656
Office of Road Safety					
Administration & Other Costs	$810,189	$981,411	$949,623	$702,053	$745,858
Publicity	$77,645	$197,924	$114,341	$36	$49,500
Helmet Refunds	-		$103,833	$30,091	$33,120
Total number of Signalised Sites	195	199	203	204	
Hobart	104	107	109	109	
Launceston	58	60	61	62	
North West	31	32	33	33	
Locations of New Traffic Signals Installed	5	4	4	1	
No. of Modifications to existing Traffic Signals	6	4	6	9	
YEAR	**1987**	**1988**	**1989**	**1990**	**1991**
Road Fatalities (12 month calendar)	77	75	80	71	77
Drivers	34	29	38	37	39
Passengers	25	19	26	15	18
Pedestrians	11	15	10	11	12
Motorcyclists	6	11	2	6	8
Pedal cyclists	1	1	4	2	-
Road Injuries (12 month calendar)	1,959	1,947	2,004	1,882	1,788
Drivers	893	915	976	896	836
Passengers	703	631	657	625	609
Pedestrians	153	179	160	166	166
Motorcyclists	137	131	142	126	119
Pedal cyclists	73	91	69	69	58
Property Damage (12 month calendar)	11,168	11,876	12,291	10,740	10,735
Drivers	7,191	7,783	8,028	6,723	6650
Passengers	3,780	3,911	4,094	3,854	3,885
Pedestrians	60	47	48	48	66
Motorcyclists	100	100	79	72	86
Pedal cyclists	37	35	42	43	48

APPENDIX V Motor Vehicle Registration

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Motor Registration	$3,453,573	$3,511,696	$3,771,767	$3,605,218	
Traffic Engineering	$2,018,000	$2,277,449	$1,971,000	$1,960,000	
Other receipts	$973,943	$870,224	$885,790	$988,728	
Motor Registration Expenditure	$4,251,045	$4,352,366	$4,697,438	$4,790,343	
Traffic Engineering Expenditure	$2,169,307	$2,000,387	$1,965,102	$1,971,919	
Balance	$25,164	$6,506	$27,477	$10,674	
Motor Taxation Revenue					
Motor Tax	$18,955,872	$19,782,002	$20,023,939	$20,423,307	
Stamp Duty	$16,365,267	$19,192,510	$21,820,391	$20,811,292	
Number Plate receipts	$216,269	$245,906	$288,559	$248,158	
Miscellaneous Fees & Charges	$123,932	$190,738	$198,065	$347,853	
Rail Protection Fee	$235,091	$189,510	$181,609	$256,603	$413,807
Fire Service Levy	$1,580,955	$1,631,191	$1,664,846	$2,596,588	
Motor Vehicle Securities	$202,526	$202,634	$219,036	$233,516	
Motorcycle Levy	-	-	-	$103,516	
Motor Accident Insurance Board					
Receipts	$39,853,687	$42,855,618	$43,404,635	$43,695,010	
Payment	$39,853,687	$42,855,618	$43,404,710	$43,703,862	
Balance	0	0	($75)	($9,000)	
Registrations					
Total new registrations	10,982	13,284	14,416	13,163	14,676
Motor vehicles (cars, trucks, vans, etc)	10,703	12,915	13,943	12,717	
Motorcycles	279	369	473	446	
Total current registrations	340,504	347,210	361,372	367,270	374,577
Cars, station wagons	209,635	213,052	219,735	223,390	228,079
Utilities and Vans	42,145	43,304	45,233	46,081	47,249
Trucks	17,839	18,431	19,417	19,944	20,636
Buses	1,847	1,893	1,945	1,996	2,022
Motorcycles	5,816	5,836	6,184	6,348	6,341
Other Powered Vehicles	7,819	8,010	8,520	8,447	8,470
Trailers, Caravans, etc	55,403	56,684	60,338	61,064	61,780
Registration Fees	-	$7,901,406	$8,046,555	$11,923,436	
Motor Vehicles Securities Register					
Vehicles on register (hire purchase)	49,111	47,793	50,603	53,038	52,744
Securities register enquiries	36,735	36,265	36,574	41,867	42,637
Securities register certificates	9,119	8,982	8,838	4,175	3,811
Drivers Licences					
Current basic and provisional	269,831	273,387	277,157	280,406	281,958
Current Learners	9,119	13,731	15,906	15,335	15,407
Basic Suspended	403	359	379	350	
Basic Cancelled	4,014	3,961	4,033	4,007	
Restricted Licences	1,039	775	666	511	451
Drivers Licences revenue	NA	$2,991,235	$3,204,698	$3,496,787	
Licence Disqualifications					
Drink driving	4,888	4,789	5,016	4,782	4,924
Demerit points	1,729	1,038	1,347	1,136	1,297
Other offences	1,252	1,117	1,064	1,243	1,474
Total	7,869	6,944	7,427	7,162	7,695

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Registered Organ Donors	-	33,488	57,240	77,612	95,421
Motorcycle Rider Training Scheme					
Participants	1,270	1,708	1,923	2,087	1933
Courses	442	415	466	514	467
Passes	1,531	1,480	1,630	1,955	1,605
Failures	36	50	66	132	327
Fees	$85,935	$76,410	$111,512	$115,420	
Expenditure	$170,768	$184,468	$188,334	$204,543	
Public Vehicles					
Cabs and Hire cars	472	472	465	459	
Hire and Drive	2,750	2,368	2,189	2,317	
Coaches and Omnibuses	1,050	1,059	1,061	1,081	
Ancillary (inc. trailers)	6,234	754	709	689	
Cart (inc. trailers)	5,835	6,014	6,039	6,177	
Carrier	229	243	251	267	
Aircraft	71	72	77	87	90
Other	21	15	15	8	
Total	16,662	10,997	10,806	11,085	
Licence Transfers					1433
Plates & Labels	$23,928	$27,418	$15,512	$14,212	
Application Fees	$2,250	$148,497	$38,284	$56,701	
Public Vehicle Licensing Fees	$229,285	$251,216	$194,783	$297,069	$301,375
Public Vehicle Applications	3,499	2,923	2,771	2,561	3,156
Refusals	80	96	63	60	69
Withdrawls	59	24	97	38	13
Formal Meetings or Inquiries	91	44	25	14	32
Public Vehicle Licence Tribunal					
Total number of Appeals	27	20	21	23	14
Appeals Upheld	10	6	3	9	5
Appeals Dismissed	7	6	5	5	3
Appeals Withdrawn	10	5	8	7	4
Appeals Adjourned	0	3	5	2	2

APPENDIX VI Passenger Licensing

Taxi & Hire Car Rates

Distance and Time Components

	Flag Fall ($)	Rate ($)	Initial Distance (metres)	Initial Time (seconds)	Subsequent Distance (m)	Subsequent Time (sec.)
Taxi Cabs						
First Tariff	2.30	0.10	61.4	10	122.9	20
Second Tariff	2.30	0.10	51.2	10	102.4	20
Secial Purpose Cab						
First Tariff	3.50	0.10	53.0	8	106.0	16
Second Tariff	3.50	0.10	44.2	16	88.3	16

Explanations

- First tariff operates between the hours of 6am and 8pm Monday to Friday except public holidays.
- Second tariff operates at all other times.

- Flag Fall is incurred as soon as the vehicle is set in motion. Thereafter, the 10 cent rate is incurred for the 'initial distance' or the 'initial time' elapsed whichever occurs first, and 10 cents is incurred for every 'subsequent distance' travelled or 'subsequent time' elapsed whichever is greater.

	Flag Fall	Distance Rate
Hire Cars		
Operating 6am - 8pm Monday to Friday (except public holidays)	2.30	0.814 per kilometre
Operating at all other times	2.30	0.976 per kilometre

Detention time for Hire Cars is $18.00 per hour.

Cab and Hire Car Licences by Area

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
SOUTH					
Hobart and Suburbs					
Prescribed Cabs	202	202	203	202	202
Prescribed Hire Cars	16	16	15	16	16
Cabs	2	2	1	-	-
Hire Cars	35	30	26	27	44
Country					
Cabs and Hire Cars	27	23	26	22	16
NORTH					
Launceston and Suburbs					
Cabs	83	89	89	81	89
Hire Cars	8	10	10	11	8
Country					
Cabs and Hire Cars	37	28	26	31	32
DEVONPORT					
Devonport & Ulverstone					
Cabs	30	28	28	34	29
Hire Cars	3	3	2	1	3
Country					
Cabs & Hire Cars	1	1	1	2	8
BURNIE					
Burnie & Wynyard					
Cabs	21	24	22	22	22
Hire Cars	2	5	5	4	2
Country					
Cabs and Hire Cars	26	20	20	15	22
TOTAL	493	481	477	478	493

Operating Results

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Cab & Hire Car Trust Fund					
Receipts	336,809	815,425	574,561	672,349	758,746
Payments	21,372	470,275	53,617	38,003	32,013
Balance	315,437	421,075	520,944	634,346	726,733
Federal Interstate Registration Plates					
No. of vehicles registered	54	33	28	17	
No. of trailers registered	110	101	69	63	

APPENDIX VII Bruny Island Ferry operating results

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Voyages	6,920	6,872	6,978	6,956	
Vehicles	87,622	89,860	103,690	104,124	
Revenue	$547,901	$623,044	$751,673	$741,489	
Expenditure	$779,602	$979,815	$869,928	$1,350,692	
Depreciation	$52,661	$53,552	$56,615	$11,186	
Interest	$171,827	-	-	-	
Profit/Loss	($456,189)	($410,323)	($174,870)	($620,389)	
Ferry Charges (5 years)					
Cyclists & Pedestrians	Gratis	Gratis	Gratis	Gratis	
Vehicles (under 5m) - residents	$8.00	$8.00	$8.00	$9.00	
Vehicles (under 5m) - non residents	$15.00	$16.00	$16.00	$17.00	
Vehicles (over 5m)	$10 - 80	$20 - 90	$20 - 90	$22 - 99	

APPENDIX VIII Bruny Island Ferry fare schedule

As at 30 June 1992

VEHICLE CATEGORY	RETURN FARES $ OFF PEAK (1)	PEAK (2)
Cyclists	$2.00	$2.00
Motorcycles - residents	$7.00	$9.00
Motorcycles - non residents	$10.00	$12.50
All Vehicles under 5m - residents	$10.00	$12.50
All Vehicles under 5m - non residents	$17.00	$21.50
All Vehicles under 6m (& > 5m)	$28.00	$35.00
All Vehicles under 10m (& > 6m)	$37.00	$46.50
All Vehicles under 14m (& > 10m)	$56.00	$70.00
All Vehiclesunder 16m (& > 14m)	$76.00	$95.00
Surcharge on tracked machinery and Vehicles over 16m	$52.00	$65.00

(1) General
(2) Public Holidays and Public Holiday Weekends

APPENDIX IX Mirambeena Specifications

Length Overall	52 metres
Breadth Moulded	12.75 metres
Depth Moulded	3.7 metres
Load Draft	2.7 metres
Vehicle Capacity	74 - 75 medium sized vehicles
Passenger Capacity	400 persons
Service Speed	10 knots
Main Engines	2x Callesen
Propulsion Units	2x Voith Schneider

APPENDIX X Vehicle Inspection and Enforcement

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Vehicle Inspections					
Pre Registration	19,400	21,700	24,376	22,152	23,387
Roadside Mechanical Check	25,400	19,700	23,780	22,919	25,628
Weighing	-	-	9,319	9,220	10,106
Roadside Public Vehicle Check	-	-	7,072	5,492	5,488
Other	24,900	24,800	15,220	13,437	13,109
Total	69,700	66,200	79,767	73,218	77,718
Car	-	-	29,490	28,623	30,620
Light Commercial	-	-	6,384	6,291	6,580
Light Trailer	-	-	5,405	4,696	4,727
Heavy Vehicle	-	-	9,916	8,129	7,813
Heavy Trailer	-	-	1,633	1,435	1,234
Bus	-	-	3,597	3,540	3,542
Motorcycle	-	-	1,444	1,302	1,251
Primemover/Semi trailer	-	-	21,898	19,202	21,933
Vehicle Inspections Passed	56,800	52,745	63,265	58,298	62,435
Prosecutions	2,249	1,774	2,043	2,325	1,888
Fines, Penalties & Costs	$219,183	$284,639	$241,300	$205,832	$203,531
Vehicle Inspection Fees	$145,570	$162,355	$185,470	$181,505	$213,245

APPENDIX XI Student Transport operating results

YEAR	1989/90	1990/91	1991/92
Contract School Bus Services			
Total No. School Bus Contracts	438	446	440
Total No. of bus routes	596	643	642
Total distance per week contracted	24,908	26,502	27,965
Total No. students regularly carried	22,907	19,375	21,781
Average no. of students per bus trip	38	30	34
Total excursion km per annum	99,371	-	-
Total cost per school week	$297,690	$319,320	$325,896
Cost per student per year	$519	$659	$598
Cost per km contracted	$12	$12.05	$11.66
Expenditure			
School Bus Contracts	$11,206,160	$12,434,659	$13,035,840
Reimbursement to Metro for free Transfers	$946,591	$1,436,684	$1,304,596
Conveyance Allowances to Parents and Route Service Operators	$1,132,056	$513,761	$473,640
Subsidies to Metro for School Bus Services	$169,418	$413,508	$1,115,445
Subsidies to Private Bus Operators for School Bus Services	$502,946	$1,409,384	$2,056,601
Total	$13,957,171	$16,207,996	$17,986,482

Note: Prior to December 1989 Student Transport was administered by the Department of Education and the Arts.

APPENDIX XII Concessions

YEAR	1987/88	1988/89	1989/90	1990/91	1991/92
Transport & Parking Concession Scheme					
Applications Granted	NA	1,314	1,076	655	4313*
Permits on Issue	NA	3,567	4,466	4,494	4313
No. of Taxi Concession Trips	NA	138,103	180,072	177,050	144,786
Taxi Service - Disabled Subsidies	$340,000	$460,000	$633,000	$449,191	$407,106
Air travel subsidies - KI & FI:					
Residents	$125,000	$140,000	$159,000	-	-
Pensioners	$2,592	$4,971	$6,268	$5,344	$5,417
Kingston Bus service subsidy	$23,000	$52,000	$40,000	$7,580	$3,906
FI Shipping service subsidy	$180,272	$218,876	$191,879	$100,320	$199,448
Free passes for Road, Rail &Ferry services	$1,538	$1,534	$1,909	$1,262	$657
Conc. travel for pensioners & unemploy. - private bus	$740,000	$780,000	$889,000	$769,008	$840,219
Conc. travel for pensioners & unemploy. - ferry	$3,949	$3,806	$6,575	$7,480	$6,752

APPENDIX XIII Human Resources

As at the 30 June 1992, the total number of full-time equivalent employees (FTE's) was 564.1. This equates to 630 full-time and part -time employees, a reduction of 41 from the 30 June 1990 total of 1523.

TOTAL EMPLOYEES

Category	South	North	NorthWest	Total
Administrative & Clerical	232	18	15	265
Senior Executive Service	14	-	-	14
Crossing Guard	27	26	16	69
Professional Engineers	50	4	1	55
Scientific	4	1	1	6
Survey, Technical & Drafting	108	25	14	147
Trade Classifications	14	2	1	17
Inspectors	11	7	8	26
Others	26	3	2	31
TOTAL	486	86	58	630

FTE BREAKDOWN

Category	South	North	NorthWest	Total
Administrative & Clerical	227	18	14.5	259.5
Senior Executive Service	14	-	-	14
Crossing Guard	5.5	5.6	4.2	15.3
Professional Engineers	50	4	1	55
Scientific	4	1	1	6
Survey, Technical & Drafting	107.4	25	14	146.4
Trade Classifications	14	2	1	17
Inspectors	11	7	8	26
Others	19.9	3	2	24.9
TOTAL	452.8	65.6	45.7	564.1

TOTAL (ACTUAL) EMPLOYEES BY DIVISION

Category	Corporate Services	Policy Dev & Co-Ord	Transport Client Srv	Transport Infrastr	Secretariat	Total
Administrative & Clerical	106	12	111	32	4	265
Senior Executive Service	4	1	6	1	2	14
Crossing Guard	-	-	69	-	-	69
Professional Engineers	-	-	1	54	-	55
Scientific	-	-	-	6	-	6
Survey, Technical & Drafting	1	-	20	125.4	-	146.4
Trade Classifications	2	-	9	6	-	17
Inspectors	-	-	26	-	-	26
Others	7.9	-	14	3	-	24.9
TOTAL	117.1	13	201.7	226.7	5.6	564.1

APPENDIX XIII Human Resources (Continued)

FTE BY DIVISION

Category	Corporate Services	Policy Dev & Co-Ord	Transport Client Srv	Transport Infrastr	Secretariat	Total
Administrative & Clerical	102.2	12	110.4	31.3	2.6	259.5
Senior Executive Service	4	1	6	1	2	14
Crossing Guard	-	-	15.3	-	-	15.3
Professional Engineers	-	-	1	54	-	55
Scientific	-	-	-	6	-	6
Survey, Technical & Drafting	1	-	20	125.4	-	146.7
Trade Classifications	2	-	9	6	-	17
Inspectors	-	-	26	-	-	26
Others	7.9	-	14	3	-	24.9
TOTAL	117.1	13	201.7	226.7	5.6	564.1

APPENDIX XIV Acts administered by the Department

Air Navigation Act 1937
Brooker Avenue Act 1956
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Devonport Airport(Special Provisions) Act 1980
Don River Tramways Act 1974
Education Act 1932
Emu Bay Railways Act 1965 & 1976
Financial Management and Audit Act 1990
Hobart Bridge Act 1958
Highways Act 1951
Local Government (Highways) Act
Marine Act 1976
Marine Board of Devonport (Special Powers) Act 1980
Merchant Seamen Act 1935
Metropolitan Transport Trust Act 1954
Motor Vehicles Securities Act 1984
Motor Vehicle Taxation Act 1981
Mount Dundas and Zeehan Railways Act 1890 & 1891
Mount Lyell and Strahan Railway Act 1892, 1893, 1896, 1898, & 1900
North Mount Lyell and Maquarie Harbour Railways Act 1897, 1924, & 1928
North Mount Lyell Mining and Railway Act 1901
Oil Pollution Act 1961
Petroleum Products Business Franchise Licences Act 1981
Port of Hobart Reclamation Acts 1954 & 1958
Railway Construction Act 1885
Railway Management Act 1935
Railway Management (Emu Bay Railway Employees) Act 1968
Railways Clauses Consolidation Act 1901
Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977
Railways (Transfer to Commonwealth) Act 1975
Risdon Ferry (Repeal) Act 1984
Roads and Jetties Act 1935
State Authorities Financial and Management Act 1990
State Employees (Long Service Leave) (Emu Bay Employees) Act 1968
Straits Islands Shipping Service Subsidies Act 1948
Traffic Act 1925
Transport Act 1981
Urban Public Transport Agreement Act 1974
Water-Carriage Act 1918
Wynyard Airport (special provisions) Act 1982
Van Dieman's Land Company's Waratah and Zeehan Railways Act 1895, 1896, & 1948
Wee George Wood Steam Railway Act 1977

APPENDIX XV Consultants engaged by the Department

(Note: Costs, duration and completion dates are approximations only.)

Organisation	Purpose	Estimated Cost	Duration	Consultancy
Freight Planning & Licensing	Report of Public Inquiry into Modal Split of bulk traffic between Road & Rail in Tasmania.	$10,000	9 months	John Livermore University of Tasmania
Bridge Design	South Esk River Bridge - Proof check	$16,660	7 weeks	VICROADS
Bridge Design	Second Victorian Bridge, Devonport Architectural advice	$3,500	2 weeks	Brian Stafford
Bridge Design	Bridgewater Bridge - raising the end span	$38,000	16 weeks	Lawson Potter Hurd Pty Ltd
Bridge Design	Poatina Road Interchange Overpass - design	$39,000	13 weeks	VICROADS
Bridge Design	Second Victoria Bridge, Devonport - Enviromental Site Assessment	$8,000	2 weeks	Camp Scott and Furphy
Bridge Design	Grassy Wharf Repairs - Contract supervision and Cathodic Protection System	$208,000		Taywood Engineering Limited
Information Technology	System Specifications for Road Accident Research and Prevention system and Contracts and Subsidies Data Base	$13,900	9 weeks	Lynda Newgrain

APPENDIX XVI Overseas Travel

Phil Giltinan - New Zealand Transit Conference, Wellington
Norman MacMillan- Peter Pan inspection & discussions regarding sale of Abel Tasman, UK, Sweden & Germany

APPENDIX XVII Interstate Conferences/Training Courses

Phil Giltinan, APSEA Corporatisation Conference, Melbourne
R McGee, Austroads Bridges Part of Transport System Conference, Brisbane
V Lukianenko, ARRB, Delineation for Rural Roads Seminar, Ballarat
J Tomlin, MOSS Users Association of Australasia, Perth
G Booth, Austroads Bridge Conference, Brisbane - attended and presented two papers
G Nichols, Austroads Bridge Conference , Brisbane
G Booth, Australasian and International Road Federations Conference, Gold Coast
A Doyle, Advanced Paradox Seminar, Melbourne
G Lycett, TCP/IP Networks, Melbourne
R Irvine, Rapid Applications Development, Canberra

APPENDIX XVIII Publications

(Available at the enquiry counter or by mail order)

Licence Conditions and Timetables - Private Bus Service
Fares and Charges - Private Bus Service
Conditions of Licence and Timetables - School Transport Services
Bus Charter Services Available in Tasmania
A Guide to the Regulation of Cabs and Hire Cars
A Guide to the Regulation of Coaches and Omnibuses
Rail Protection Fees for the Road Transport of Rail Preferred Goods
Code of Practice for Star Rating of Licensing Coaches
The 1992/1995 Triennium (Brochure)

APPENDIX XX Department of Roads and Transport: Key Personnel
(Including structural revisions and appointments to 30 Nov 1992)

SECRETARY
Tony Pedder

PERSONAL ASSISTANT
Alison Nugent

SECRETARIAT
MANAGER SECRETARIAT
Penny Nicholls

TRANSPORT INFRASTRUCTURE

DEPUTY SECRETARY
Tony Wilson

TRAFFIC AND ROAD ASSET

MANAGER,
TRAFFIC AND ROAD ASSET
Phil Giltinan

PROGRAM DEVELOPMENT MANAGER
Tony Fearnley-Sander

NATIONAL ROADS

PROGRAM MANAGER
NATIONAL ROADS
Ivan Gaggin

STATE ROADS

PROGRAM MANAGER
STATE ROADS
David Mitchell

TECHNICAL SERVICES

MANAGER, TECHNICAL SERVICES
Ken Lickiss

PRINCIPAL ENGINEER
ROAD DESIGN
Ron Wilson

PRINCIPAL ENGINEER
BRIDGE DESIGN
Ted Pitman (Acting)

PRINCIPAL ENGINEER,
CONTRACT SERVICES
Tony Hodgson

SURVEY AND PROPERTY MANAGER
Gus Donnelly

REGIONAL ENGINEER, NORTH
John Lennon

REGIONAL ENGINEER, SOUTH
Ian Cooper

EXECUTIVE ENGINEER,
MATERIALS.
Ralph Rallings

QUALITY MANAGER
Peter Murphy

PUBLICITY OFFICER
Ian Pook

TRANSPORT CLIENT SERVICES

DEPUTY SECRETARY,
TRANSPORT CLIENT SERVICES
Norman MacMillan (Acting)

PASSENGER AND FREIGHT PLANNING

DIRECTOR, PASSENGER &
FREIGHT PLANNING
Stuart Davies

MANAGER, FREIGHT PLANNING AND LICENSING
Russ Godluck

MANAGER,
PASSENGER SERVICE PLANNING
Bernard Carlington

MANAGER,
CONTRACTS ADMINISTRATION,
SUBSIDIES AND CONCESSIONS
Ruvé Bishop

ROAD USER SAFETY AND SERVICES

DIRECTOR,
ROAD USER SAFETY AND SERVICES
Andrew Febey

MANAGER,
VEHICLE INSPECTION AND ENFORCEMENT
Peter Smith

SENIOR TRANSPORT
INSPECTOR, HOBART
John Reeves

SENIOR TRANSPORT INSPECTOR, LAUNCESTON
Lloyd Dick

SENIOR TRANSPORT INSPECTOR, NORTH WEST
Brian Mitchell

MANAGER, DRIVER COMPETENCY AND LICENSING
Mark Holliday

MANAGER, MOTOR REGISTRY
Peter Snow

MOTOR REGISTRY OFFICER IN CHARGE, LAUNCESTON
Rick Woolley

MOTOR REGISTRY OFFICER IN CHARGE, BURNIE
Kevin Turner

MOTOR REGISTRY OFFICER IN CHARGE, DEVONPORT
Kevin McCrossen

MANAGER, ROAD SAFETY
Fae Robinson

TRAFFIC ENGINEERING

CHIEF TRAFFIC ENGINEER
Tony Peters

DEPUTY CHIEF TRAFFIC ENGINEER
Milan Prodanovic

APPLICATIONS ENGINEER
Graham Lill

TRAFFIC ENGINEER (NORTH)
David Johnson

SENIOR ENGINEERING ASSISTANT (N.W.)
Joe Rattray

MARINE

GENERAL MANAGER, MARINE
Norman MacMillian

POLICY DEVELOPMENT AND CO-ORDINATION

DIRECTOR, POLICY DEVELOPMENT AND CO-ORDINATION
Jonathan West

MANAGER POLICY CO-ORDINATION
Peter Cornish

MANAGER, ROAD TRANSPORT POLICY
Jack Lane

SPECIAL PROJECTS

DIRECTOR, SPECAL PROJECTS
Colin Finch

PROJECT MANAGER, PRODUCT DEVELOPMENT
Bert Elson

PROJECT ENGINEER
Jurgen Harder

CORPORATE SERVICES

DEPUTY SECRETARY, CORPORATE SERVICES
Chris Wells

ADMINISTRATION MANAGER TRANSPORT INFRASTRUCTURE
Ian Harrington

ADMINISTRATION MANAGER TRANSPORT CLIENT SERVICES
Bill Dewar

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DIRECTOR, FINANCE
Denzil Yaxley

FINANCE MANAGER, TRANSPORT INFRASTRUCTURE
Wally Nicholson

FINANCE MANAGER, TRANSPORT CLIENT SERVICES
Ron Lucas

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DIRECTOR, INFORMATION TECHNOLOGY
Jeremy Firth

MANAGER, SYSTEMS
Peter Chivers

MANAGER, APPLICATIONS
Glen Tambling

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SOLICTOR
Tony Allingham

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(As at 20 November 1992)

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Launceston 7250
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Devonport Office
31 King Street
Devonport 7310
Telephone: (004) 244 133

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6 Queen Street
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Telephone: (004) 311 133

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